

# ATLANTIC FISHERMAN

VOL. XXIII

Registered U. S. Patent Office  
JANUARY, 1943

NO. 12

Keep yer  
weather eye liftin'  
fer signs of  
**ROPE WEAR!**

...says Cap'n Mark!

## Save VITAL MANILA ROPE

Inspect all rope regularly,  
checking especially for these points

1. Look for acid discolorations, burns, etc.
2. Look for chafed yarns or strands.
3. Look for internal wear evidenced by powdering between strands.
4. Look for soft spots or general softness.
5. Be sure to remedy the causes of any of the above.
6. Reeve off new lengths of Columbian to take the place of any worn rope.
7. Check the sheaves, blocks, fairleads and other equipment used with rope. Make sure they are the correct size and in proper working order.

Cap'n Mark is an old hawse-pipe sailor who worked his way aft from forward in the days when a sailor's life was ruled by the Philadelphia Catechism, to wit—

"Six days shalt thou labor, and do all thou art able—

And on the seventh—holystone the deck and scrape the cable."

Even in those days when Manila Rope was not so hard to get as it is today, seamen, mates and masters alike had a wholesome regard for a length of rope. They never wasted a single length. And constant inspection to catch the first signs of wear or abuse was a cardinal rule.

"It's still a good rule to follow," says Cap'n Mark—"especially now when war in the Pacific has made Manila fibre hard to get, and when the Government has earmarked all the Manila cordage that is on hand. Ease up on your present rope all you can, and you won't be flyin' a blue shirt at the masthead in an appeal to the Government to get new rope."

• This is No. 5 in a series of advertisements offering suggestions on ways to get maximum service from Manila rope now in service. The same suggestions apply to ropes made of any fibre. Follow them closely. Save rope and fibre for Uncle Sam.

# Columbian ROPE

Columbian Rope is made from the finest fibre. Give it the care it deserves.

COLUMBIAN ROPE COMPANY, AUBURN, "The Cordage City," N. Y.

Boston Office and Warehouse

38 Commercial Wharf



## *“For Outstanding Production...”*

WE, the five hundred men and women of Frank L. Sample, Jr., Inc. have sincere reasons to be proud.

First, because the YMS Minesweepers and Rescue Tugs we build to the full capacity of our ways are an important part—however small—of the biggest job any nation has ever undertaken. Because it is the kind of job into which we, in common with all Americans, can put everything we’ve got to save everything we cherish. And finally, although the ARMY-NAVY “E” for

outstanding production was awarded in our names, we owe much to those master builders who established a tradition of superlative craftsmanship in Maine shipyards, which has been handed down to us from the gallant days of sail.

With the ARMY-NAVY “E” Flag we are flying the Minute Man Flag, for buying War Bonds and Stamps. Let’s *all* keep on buying, for all we’re worth, to keep Old Glory flying high over the Seven Seas.

# FRANK L. SAMPLE, JR., Inc.

★ *Shipbuilders* ★

BOOTHBAY HARBOR, MAINE



*Complete Modern Facilities for Designing, Building, Storing and Reconditioning Yachts and Commercial Vessels up to 200 feet*

**IN 18 MONTHS—  
has NOT spent  
\$5.00 on REPAIRS**



Left, Engineer Sebastian Mocerì,  
right, Captain Matteo Mocerì.



The heavy duty slow speed Atlas Diesel  
which powers the "Richard J. Nunan."

**ATLAS**

*Imperial*  
**DIESEL  
ENGINES**

In 1941 the fishing schooner "Richard J. Nunan," then 38 years old, was converted into a 105,000 pound capacity redfish dragger and repowered with a heavy duty, slow speed Atlas Diesel.

After 18 months service, her skipper, Capt. Matteo Mocerì says: "Our Atlas has been working perfectly. We have never stayed ashore because of our engine yet. We haven't spent five dollars on it so far, and no overhaul is needed now."

Engineer Sebastian Mocerì, son of the skipper, observes: "It's a great engine. It has taken us through all kinds of weather. Once last winter, we hit a heavy Southeast sea with a strong Nor'west wind. Our deck was full of water and waves swept over the whole boat, but we jugged it out with no trouble."

"Our Atlas doesn't use much oil. We change the lube every two months and a gallon of cylinder oil every 22 hours. Our average fuel oil consumption for steaming and towing is 10 gallons per hour."

That is the kind of dependable operation, economy, and low maintenance cost, that is reported to us year in and year out by commercial fishermen on both coasts. That's the kind of performance the Atlas reputation is built upon.

**ATLAS IMPERIAL DIESEL ENGINE CO.**

OAKLAND, CALIFORNIA

NORTHWESTERN DIVISION . . . 69 COLUMBIA STREET, SEATTLE, WASH.  
EASTERN DIVISION . . . 115 BROAD STREET, NEW YORK, N.Y.  
CENTRAL DIVISION . . . 228 NORTH LA SALLE STREET, CHICAGO, ILL.  
SOUTHWESTERN DIVISION . . . 5726 NAVIGATION BOULEVARD, HOUSTON, TEX.



# THE JOB WILL BE DONE

It is fortunate for the fishing industry that "Caterpillar" Diesel Marine Engines have always been built "better than they had to be." It is doubly fortunate that "Caterpillar" has built up the strongest dealer-service organization in the heavy-duty machinery business.

Because today these tough machines have got to shoulder a load beyond their expected years of service or rated capacity—to carry their share of the tough jobs of wartime.

Your "Caterpillar" dealer has met this challenge. He knows the sturdy quality that's in "Caterpillar" equipment. He knows the equipment itself—down to the last nut and bolt. He has confidence in the ability of the machines now in use, and in his own ability to keep 'em running.

Look into his parts room. He has a fine stock of genuine "Caterpillar" replacement parts. Look at the service facilities he maintains—the specialized tools and trained mechanics, ready to do a thorough job on your engine, night or day.

You're working your equipment extra hard. So don't put off servicing your "Caterpillar" Diesel Engines till you're stopped by a major breakdown. An inspection now by your "Caterpillar" dealer may save you a lot of hours—and dollars.

When there is a war to win, it is a comfort to know good men are fighting on your side. Your "Caterpillar" dealer is right with you. He's ready to help look your "Caterpillar" Diesel over—*get it fixed* if it needs repair—*keep it working* where its rugged power and fuel economy will count—and *make it last*.

## HOW TO LENGTHEN THE LIFE OF YOUR "CATERPILLAR" ENGINES OR ELECTRIC SETS

- Follow implicitly the Operator's Instruction Book.
- Have a complete inspection check made.
- Have valves ground and valve seats renewed.
- Have clutch relined.
- Have cylinder liners etched for added life.



# CATERPILLAR DIESEL

REG. U.S. PAT. OFF.

CATERPILLAR TRACTOR CO. • PEORIA, ILLINOIS

TO WIN THE WAR: WORK—FIGHT—BUY U. S. WAR BONDS!



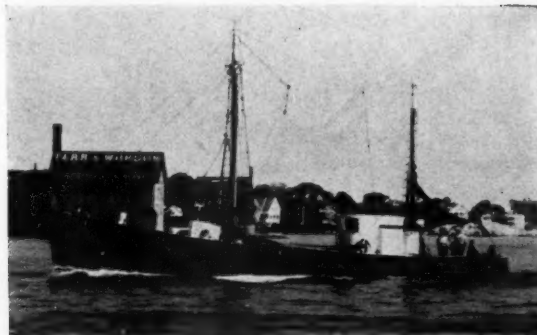
# THREE MACKEREL RECORDS

## Made With EDERER SEINES

**1 - High-Line Stock, Share**

**2 - Largest Single Trip**

**3 - Biggest Week's Catch**



Above: The "Antonina," Capt. Benny Randazza, the high-line seiner for the season, which stocked an all-time high of \$100,000 to give each crew member a share of \$4620 in 5 months of fishing.

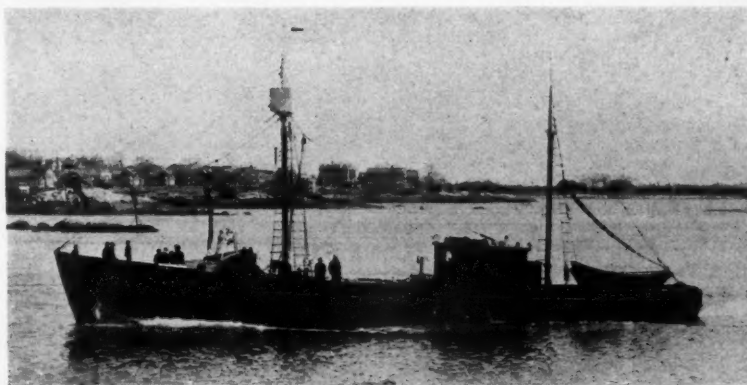


Left: The deck of the "Gertrude DeCosta," Capt. Anthony Frontiero, which landed the biggest trip, bringing in 144,000 pounds that were caught in the record time of 6 hours. This was the most valuable mackerel trip ever landed, and each man shared \$346, from the stock of \$7400.

Below: The "Frankie & Rose," Capt. Joe Sinagra, which set a new record for a week's seining, bringing in 350,000 pounds in 5 trips. A stock of \$21,000 gave each of the 14 crew members \$956 for six days.

The Gloucester seiners that established these outstanding records were equipped completely with Ederer mackerel seines right from the beginning of the season.

This is just one example of the ways in which Ederer Nets are helping fishermen to make record catches in all branches of the fisheries.



## R. J. EDERER COMPANY

**Home Office: 540 Orleans St., Chicago, Ill.**

BRANCHES: GLOUCESTER — PHILADELPHIA — BALTIMORE — MIAMI — BILOXI  
Flood & Calvert, Galveston, Tex., — D. A. Turner, Port Huron, Mich., — Howard C. Johnson, Erie, Pa., — P. J. Block, Milwaukee, Wis.

# THE WAR CAN'T WAIT..

## Donald M. Nelson says to the Fishing Industry:



"The Nation's war production program must not be hampered by the present shortages of strategic materials—iron, steel, rubber, copper, brass, tin, lead, zinc, burlap, rags, and Manila rope. We need the immediate cooperation of everyone in the industry, to correct this condition. Now is the time to collect the tremendous tonnage of those materials that is lying around your yards. Nothing is too small. We urge you to begin *at once* an all-out drive for scrap!"

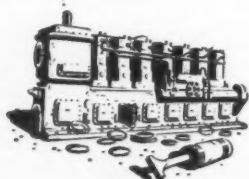
# U.S. NEEDS ALL SCRAP..TODAY!

## SELL YOUR SCRAP TO SHORTEN THE WAR!

### HERE'S WHAT TO LOOK FOR



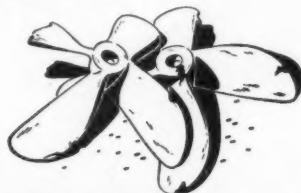
**OLD HULL PLATES** and other structural steel from repaired, wrecked, and dismantled hulls. Don't overlook old chains, anchor parts, broken cables. Every bit of steel counts when half of every ship, gun, and tank is made of scrap. Turn in condemned metal lifeboats and their parts—tanks, oarlocks, containers.



**OLD FORGINGS AND CASTINGS**, such as engine cylinders and liners, cylinder heads, pistons and rings, from steam engines, Diesels and turbines. Also line shafts and tail shafts. A single old piston may provide enough scrap steel for a 500-lb. aerial bomb!



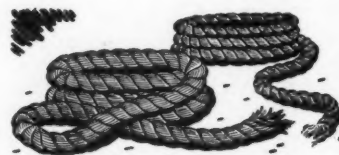
**PLATE TRIM, RIVETS, BOLTS**, air tool parts—including rubber hose, hammers, pistons. Not only steel, but rubber, too, is needed. The Japs hold 97% of the world's rubber supply. A couple of lengths of rubber air hose may provide scrap rubber to make boots for a squad of paratroopers.



**BROKEN PROPELLERS**, brass engine room fittings, gauges, dials, clock housings, guard rails, lamps, door knobs—all yield scarce bronze and brass, and other non-ferrous metals.



**OLD BEARINGS**, old electric wiring, even lamp bulbs. Every 60 feet of copper wire you salvage provides scrap copper for 1,000 37-mm. antiaircraft explosives. Don't burn the rubber insulation—strip it off and save it.



**OLD MANILA ROPE**... hawsers, cargo slings, small stuff no matter what the condition. Also bagging, burlap, air and fire hose. They're valuable scrap for making parachute flares and other war materials. Pile them up and move them! Get your yard behind the Scrap campaign today!

**HERE'S WHAT TO DO**... Appoint one man as Salvage Manager for your organization. Give him authority to *act*—to condemn old equipment, to move material, to collect scrap of all kinds. Have him separate all scrap by type. Then move it promptly through your regular scrap dealers. Don't wait—start rounding up scrap *now*—and keep it moving until the war is won!

THROW YOUR  
SCRAP INTO  
THE FIGHT!

This advertisement is contributed to the National Salvage Campaign by ATLANTIC FISHERMAN in cooperation with the Office of the Coordinator of Fisheries.

# THE NAVY "E"

## RENEWAL AWARD

### *for Fighting Ships*

## MEANS BETTER

## FISHING CRAFT

### *After the War*



**W**E are proud to be honored by receiving the Navy "E" renewal award in recognition of continued achievement in outstanding production of Navy fighting ships.

Since the presentation of our first "E" pennant in April of last year, we have maintained a steadily increasing production rate. Our employees have demonstrated a solid determination to produce the finest quality fighting equipment, with all possible speed.

Before the war, we excelled in building outstanding yachts and commercial vessels. Among them is the trawler "Maine", which is giving exceptional performance in the fishing fleet.

The increased efficiency, better skill and improved materials now being employed on War work will enable us to produce still better fishing vessels when peace returns.



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## GEO. LAWLEY & SON CORP.

26 Ericsson Street

Neponset, Mass.

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## LAWLEY BUILDS SUCCESSFUL SHIPS

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FOR "OUTSTANDING  
ACHIEVEMENT"

THE U. S. MARITIME COMMISSION

*Has Awarded to the*

**SUPERIOR ENGINE DIVISION**

*of The National Supply Company*

**THE VICTORY FLEET FLAG ★ THE MARITIME "M" PENNANT**

**AND THE MARITIME MERIT BADGE...**

To the men and women of *Superior* in  
recognition of the speed and excellence  
of their production that won for us this  
citation of achievement.

**SUPERIOR DIESEL POWER**

**DEPENDABLE**

**ASHORE AND AFLOAT**

# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Published Monthly at 92 West Central St., Manchester, N. H.

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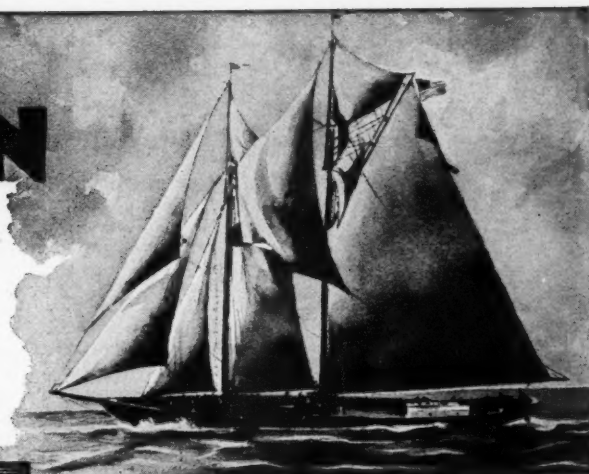
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Covering the Production and Processing of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes.



VOL. XXIII

JANUARY 1943

NO. 12

## Reduce Vessels' Time in Port to Increase Catch

**D**ESPITE the fact that the United States has the greatest food producing facilities in the world, Americans face the possibility of a serious food shortage.

As Secretary of Agriculture Wickard recently said, food has now assumed equal priority with military materials.

Harold L. Ickes, Co-ordinator of Fisheries, states that the fishing industry can increase its production of 'protein food-stuffs' more rapidly than any other source.

Here is a challenge for our industry, one which it can meet, in spite of all the dislocations caused by the war.

Probably we can't do it in a conventional way, because for one thing it's going to be difficult to materially increase the size of our fleet. But with a little ingenuity and careful planning, we should be able to greatly expand production, even with our present facilities.

The matter of keeping the vessels in continuous operation, and expediting their unloading and restocking with supplies, is one which deserves special attention.

There are times when vessels are prevented from entering port or sailing because of weather conditions and harbor restrictions. Then there is a certain amount of time required for making necessary repairs and periodic overhauls, and this work under present conditions may entail unavoidable delays.

However, aside from the time required for these contingencies, the vessels should be kept continually in productive operation.

Most of the larger vessels, at least, still abide by the established custom of laying over a day between trips. Quite frequently of late, due to unloading difficulties and the crew's personal reasons, some of the vessels are in port beyond this time.

It is usually the duty of the crew to attend to unloading their catch. They can either do it themselves or hire shore hands to do it for them. Because of current high earnings, many crew members are reluctant to do this work, and would rather pay the shore hands.

In ordinary times, such an arrangement would be perfectly satisfactory, but with the present labor shortage, sufficient workers are often not available, particularly when landings are heavy. Therefore, crew members should lend all possible aid in order to assure speedy removal of their catches. In this way no time will be lost in starting fish on its way to consumers, while at the same time the vessel will be ready sooner for icing up for the next trip.

Under present day conditions, when food is as important as bullets in the war program, everyone must do an all-out job in making the greatest possible contribution to production. Notwithstanding the unusual prosperity being enjoyed, which may make excessive work seem unnecessary from a financial

standpoint, fishermen should consider the patriotic aspect of aiding their country and its food supply. Surplus earnings may well be invested in War Bonds, which not only help our Government but provide future security for their holder.

Another plan which would help the fishing fleet attain maximum productivity, is that of having vessels sail the same day they discharge their load. Many smaller boats already go out and in daily, so this suggestion would apply to larger boats.

In nearly every industry contributing to the war effort, production and transportation equipment is being used 24 hours a day, 7 days a week. Railroad cars for example are rolling practically continuously.

In order to make possible such a plan as outlined above, it is necessary to use a system of crew rotation. In some localities where there is a shortage of available men, this would not be possible, but in some of the larger ports, such as Gloucester, it would give work to those who have lost berths on requisitioned vessels. The rotation system is already being used successfully at Boston where each crew member stays ashore every third trip. Here there are two captains for each boat, with one remaining ashore for two trips after being out two.

However, Boston vessels still sail on the afternoon of the day following unloading. It would seem that these vessels could just as well sail the same day they unload. With their extended off-duty periods, the crews should be willing to sail two consecutive trips without a night at home. Such a scheduling of vessel operation would greatly increase time on the grounds, with resultant greater production.

The crew rotation system works particularly well in the case of a fleet of vessels operated by one owner, where crews and captains can be moved around and still be employed by the same organization. However, it should be possible for individual owners to work out a mutually satisfactory arrangement with others in their locality.

All efforts for increased production are, of course, dependent upon the ability to maintain properly equipped vessels. While there still may be situations where owners have been unable to secure all needed equipment and supplies, it is fully expected that the Government agencies will carry out their plan to make possible the continued operation of all existing fish production facilities.

Also, it is possible that there may be occasions when shore facilities will be handicapped in handling catches because of labor shortages or transportation delays.

The real solution to solving any problems that may arise, is complete co-operation between all parties involved, boat owners, fishermen and fish dealers.

# Propeller Principles and Boat Speeds

## An Analysis of Propeller Design, Proper Application and Boat Speed Relationship

*The material in this article was extracted from the "Students' Manual," recently issued by Gray Marine Motor Co., Detroit, Mich. The information in this book was prepared especially for use in the schools of the U. S. Naval Training Program, one unit of which is located in Gray's plant.*

**T**HE propeller of a boat is sometimes referred to as a "screw" because it moves through the water somewhat similarly to the turning of a screw through a more solid medium. A propeller actually is a section of a screw, and the amount of forward travel is determined by the angle of the blades. The propeller is often referred to also as the "wheel," because of its shape.

The function of the propeller, of course, is to transmit the torque or turning power of the engine into push or thrust, resulting in movement of the boat. This is accomplished by (1) thrust against the water due to the "screw action" of the propeller, (2) the nozzle effect of the propeller slip stream, (3) the "pump action" of the propeller, and (4) the displacement of water behind the boat.

Since the propeller acts like a pump, any obstruction on the intake side of the propeller, such as a thick stern post, impairs the efficiency of the pumping action. This being true, the effect of increasing propeller diameter and reducing propeller speed is to reduce velocity of flow through the propeller, and when this is accomplished the losses due to the interference of the skeg are correspondingly reduced.

Other losses are caused by "skin friction," wind resistance, drag due to projecting parts, wave formation, etc. General term for propeller losses is "slip."

### Types of Propellers

Standard propellers may have 2 or 3 or 4 blades, and by far the most common on boats up to 100-foot length is the 3-blade type. Two-blade propellers are used in racing boats where maximum revolutions are desired, and also in big sailboats where maximum diameter is needed to "get a good bite" at the water, or for minimum "drag" when the boat is under sail. Everything else being equal, a 3-blade propeller takes slightly more power to turn a given number of revolutions than a 2-blade, and the 3-blade has correspondingly more thrust. The 3-blade is smoother. Four-blade propellers are largely used on bigger boats, with water-line length over 100 feet.

Propeller size is identified by two measurements, diameter and pitch. American manufacturers refer to these in the order named, and size is usually stamped on the hub at the base of the blades. Thus a 21"x15" marking identifies the propeller as having 21 inches of diameter and 15 inches of pitch. Pitch is the distance the propeller would advance through a solid or unyielding medium in one revolution.

Propeller manufacturers supply various types of propellers, with differences in blade area, and there are differences also in the location of the point of maximum blade width. Standard propellers have a fixed proportion between the distance of maximum width position and the total radius from centerline to tip of blade.

The propeller may be either "right hand" or "left hand," depending on whether the shaft turns clockwise (R.H.) or counterclockwise (L.H.), as viewed from astern. To determine whether a propeller is R.H. or L.H., place your hand on one of the blades. If your right hand fits the "lay" of the blade on the right hand side of the propeller, it is a right hand wheel, turning C.W. Similarly, if your left hand rests naturally across the blade it is L.H. turning C.C.W.

### Boat Speeds

In general, the faster a boat is capable of moving, the faster the propeller should turn for best efficiency. Conversely, the slower and larger the boat is, the slower the propeller should turn for best results. The water shoved aside as the boat

moves forward must close in smoothly behind the boat so that the propeller can work in "solid water". If the propeller is too small, or if it is prevented from turning in solid water by being too close behind a thick stern post, it spins wastefully, and draws in air. This condition is one form of "cavitation".

Thus the speed of the propeller has a direct relationship to the speed of the boat. This can be readily shown, because it is an easy matter to compute the forward motion of a boat in feet per minute, and that has to be consonant with the "travel" of the propeller in feet per minute.

The speed of the boat depends on the lines and the weight of the hull, and other slight variables. It is important to remember that every boat has a natural speed at which she "wants to go," for best efficiency, and beyond that speed it is a waste of power and fuel to attempt to drive her much faster. Naval architects estimate the average maximum economical speed of a displacement boat (as distinguished from a boat capable of "planing") at  $1\frac{1}{3}$  to  $1\frac{1}{2}$  times the square root of the water line length for round bottom boats, and twice the square root of the water line length for v-bottoms.

Faster boats which are capable of planing show a lifting action when power is applied at the propeller. Boats of this type rise for their entire length when in motion, reducing the "wetted area" of the hull, and thus reducing the resistance. Referring again to the statement that every boat has a speed limit, note that when you attempt to increase the power in a small boat, the total weight of the engine increases rapidly with increase in power, and this limits the speed because fast boats are always sensitive to weight increase. The heavier a boat is, the more water it displaces, and the harder it is to drive.

An interesting fact is that a boat cannot even be towed faster than its lines and shape permit, because when this is attempted the boat simply rises by the bow, and the stern is sucked under. For example, cases are on record where a small auxiliary (speed about 8-9 mph) is taken in tow by a big freighter (speed 12-16 mph), causing the smaller boat to sink immediately at the end of the tow line.

Speeds of large vessels are recorded in knots, but most small craft are rated in land miles. One knot is the term for one nautical mile (6080 feet) per hour. In comparison with this, the land mile is 5280 feet. A boat doing 10 knots is moving at 11.51 mph.

### Calculating Boat Speed

To calculate boat speed, a good rough and ready rule is to multiply the revolutions of the propeller in thousands by the pitch in inches and the result will be close to what the naval architects call "theoretical speed". Then deduct about  $\frac{1}{3}$  for "slip" and you get an approximation for the actual speed in mph. In the average heavy boat under 100 feet l.o.a., slip is 20-30%. Thus with a propeller having 15" of pitch and turning at 2000 rpm., the theoretical speed is  $2 \times 15$  or 30 mph.—less approximately 30% for slip—actual boat speed 21 mph.

### Propeller Selection

The guiding principle in the selection of a propeller is to choose one which will permit normal running of the engine at a speed 150-200 rpm. less than full throttle speed.

Towing service requires more diameter and less pitch. The general rule when slip is excessive is to increase the diameter and decrease the pitch.

Twin-screw installations usually need a higher ratio of pitch to diameter, because the pitch must be suitable for the boat speed with the total power of both engines, yet the diameter must be capable of being turned by one engine.

Propeller tips should not turn too close to the hull bottom, as this condition increases propeller losses, and can cause sand and grit to cut the hull. This condition also causes vibration and rumble. A general rule for small boats is to keep the propeller tips at least two inches from the hull bottom.



# Tool Requisites for the Engine Room

**Capt. E. B. Thomas Discusses Also Desirability of Clean Engine Room and Galley Range Preservation**

**O**BSERVATIONS reveal that all too often there is a sinful neglect of good tools aboard fishing boats due to lack of proper stowage and proper care. Also many boats do not carry half enough tools or do not have the right variety. In numerous cases, the available tools are so scattered around that the devil himself would have a hard time finding them all when they are needed.

I would say that regarding the kinds of engine tools, the proper ones are those that are necessary for any repair that can be made in an emergency, plus wrenches to fit and properly turn any nut or bolt or screw on the engine. These are a must for even a small boat, and any additional tools are so much to the gravy. On larger boats, more tools should be carried, depending on the distance that fishing is done from the home port.

In speaking of carrying wrenches that will fit and properly turn any nut bolt or screw on the engine, I mean just that. I often have found some nut on an engine that a certain S wrench may fit all right, but when it comes to turning the nut I have found that the wrench, because of the thickness of its jaws, would not swing the nut far enough to get the next hold on it. Such a nut demands a wrench with jaws thin enough to swing the nut sufficiently. It is that sort of thing that must be definitely

provided for. Possibly socket wrench sets and such will be the answer, but it may be that because of some peculiar installation, a special wrench will have to be made up.

Of course, all of this applies to any other mechanical stuff on a boat such as winches, auxiliary machinery, plumbing fixtures, etc. Of course, what applies to the wrench situation applies equally to screw drivers and other tools. Even on the small boats, a file or two should be carried, and one of the handiest little tools is a stone fitted to a metal handle for cleaning distributor points.

Larger boats should carry a decent outfit of carpenter's tools, but a lot of them only carry a rusty saw, hatchet, and rusty bit brace with a couple of dull bits. It is advisable to carry also a few rigging tools, such as a marlinspike, palm and needles.

## Proper Care of Tools

However, none of these tools are worth a hoot unless they are given good care, and good care means many things. First of all, it means proper stowage. This should not be in a locker under a transom where bilge water may slosh up and wet everything now and then, or at least where everything may be in a semi-damp condition. Far better than this is to make some little metal clamps or clips and fasten such things to a

bulkhead, preferably in a high locker. By using these clamps, one has a regular place for a certain tool, and it then becomes the easiest thing possible to return the tool to its place after using. Then the tool can be found in a hurry, it keeps dry, and it does not rattle and clank around in a seaway.

An important part of the equipment of a boat should be a small grindstone that clamps to a bench or shelf. The stone should be rather fine, and one should learn how to properly sharpen a tool. I have seen many tools ruined by improper sharpening. Sharp chisels or bits are a rarity aboard most boats, and one should remember that life itself may hang at stake for the want of a sharp axe or cold chisel.

In addition to keeping tools sharpened, care should be taken

that they are well preserved against rust, and the method depends upon the tool and its purpose. A set of bits can be preserved best by rubbing grease or vaseline on them and then wrapping them individually in waxed paper. Another good method is to place them in a jar full of lube oil with a tight screw top.

Wrenches should be well oiled by rubbing with a heavily soaked oily rag. If they are of the adjustable type, the working parts should be oiled with heavy oil from a squirt can, except in the case of a heavy wrench which should be taken apart and its work-

ing surfaces greased. This latter procedure would apply also to such tools as the chuck of a bit brace. If certain tools are only seldom used, say during the periodical overhaul of the engine, they should be rubbed with grease and wrapped in wax paper.

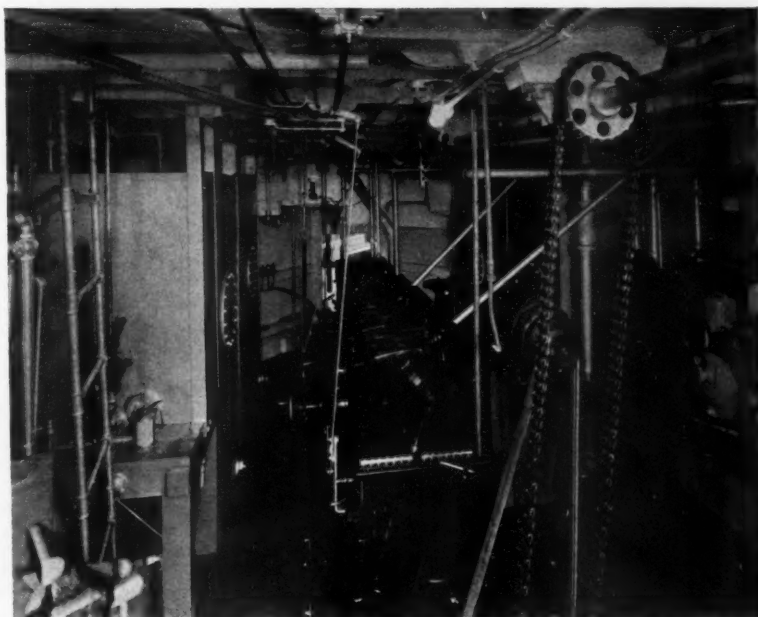
Tools that may be frequently soaked in salt water should have their working parts greased with the best grade of waterproof grease, as this will save much time in upkeep in comparison with the use of ordinary grease.

In caring for tools, remember that there are many sharp edges other than the recognized cutting edges, and proper use of tools will protect these edges as much as will proper care. Examples of these are the gripping edges of stillson wrenches, pliers, etc., and they are abused altogether too often.

There are oils on the market now that are light but not messy, that can be rubbed on tools that are frequently used. Protection is provided, yet the tools are easy to handle with no danger of hand slippage or excessive messing up of the man who is using them.

## Keeping the Engine Room Clean

Assuming that the tools are in fair shape, what about keeping the engine room clean. Many fishing boats might be termed at fault on this point, although since boats have been installing



*An example of a neat, well arranged engine room, with good accessibility for maintenance work.*

really expensive engines, I have noticed that more thought is being given to the cleanliness of both engine and room. Much is yet to be desired, however.

First of all, by keeping the engine "housebroken", a lot of engine room cleaning will be saved. By this I mean to provide timely replacement of gaskets to prevent even the smallest seepages of oil. This will make easier the job of cleaning the engine, which should be done frequently with extra attention for getting at the tough spots. There is no harm in cleaning the bilge under the engine quite often, and the floor boards should be made removable in such manner as to make the work as easy as possible. Incidentally, there are bilge cleaning solvents on the market for just such work.

Wood and metal should be cleaned thoroughly with suitable solvents or soap powders and water which is sufficiently warm. Remember that once the cleaning is done and done thoroughly, it is not a great deal of work to keep the engine-room in good condition if it is gone over frequently thereafter.

After such cleaning, I daresay a difference will be noted in the reduction in the smell of gasoline fumes or oil fumes, as the case may be. Certainly, in addition to the place smelling better, living conditions will be healthier, and fire risk will be lessened considerably. Furthermore, in keeping the engine-room cleaner, one will notice, while on a round of cleaning, anything that seems to be even slightly askew and in need of repair. Thus one often can nip trouble in the bud.

Vastly important is the matter of keeping the engine room floor clean. There is absolutely no excuse whatever for a dirty one, which is always dangerous in causing a person to slip and receive a mighty nasty fall. It will be seen that while the engine room should otherwise be of glistening enamel, the floor should be of bare wood, or wood painted with flat paint or covered with some patent arrangement such as rubber or aluminum treat.

#### Preserving the Galley Stove

Now let us step into the galley and look at the condition of the galley stove. Usually it is a coal burning range and like any other piece of machinery, it should deserve good care but seldom does. The yarn about skippers working out their position in the rust on the galley stove pipe with a nail may sound funny or quaint, but it is a mighty poor way to keep a vessel from either a ship keeping or a navigation point of view. As to our discussion, the fact that a pipe is allowed to get into that condition is not excusable, and the fact that the range is a broken hunk of rust is no excuse at all.

There is a stove oil on the market that not only preserves a stove and pipe, but keeps it looking well in addition. This product takes the place of blacking or paint entirely, and very little of it has to be used to keep things shipshape. This oil may be applied to the stove inside and out. Of course, vaseline may be used on the stove, but it is much messier.

Many galley ranges show ends or sides that are bulging and broken adrift. This might have been avoided by preventing rust, and it also may be prevented by keeping the ashes well cleaned out. Ashes banked up against a grate often cause warping of the grate. Plates also are warped occasionally in this way as well through running a fire that is altogether too hot.

Once such a part is broken, warped or cracked, it should be replaced by a new one. Few seem to realize that most of the galley range parts may readily be replaced by new ones just as the parts of an engine are replaced. Range owners should take advantage of this stove-life-lengthening service whenever necessary. Also stove bricks may allow excess heat to reach thin metal parts and warp them.

If the lid jams should begin to build up rust, one can let the stove cool and then with one hand on the lid (in place on stove) and the other hand on the lid lifter, turn the lid back and forth with the same motion used in grinding an engine valve. This motion will shortly seat the lid down in good and tight fashion.

Always remember that a poor stove or pipe may let loose coal gas and cause a very bad situation, in addition to possibly breaking down at sea with a result of setting fire to the boat or causing the boat to go without fire at all for either cooking or heating until port is made again.

## Fish and Wildlife Service Annual Report

**E**FFORTS made to increase the production of fish and fishery products, and to protect food and feed for war purposes from destruction by predators and rodents, highlight the annual report of the Fish and Wildlife Service for the fiscal year 1942 as submitted December 22 by Director Ira N. Gabrielson to Secretary of the Interior Harold L. Ickes.

After war was declared, the fisheries of the Nation immediately assumed outstanding importance as a source of vital food. By revising work programs and curtailing many peacetime activities, the Service mobilized its fact-finding and research facilities and placed them at the disposal of the war agencies, Lend-Lease, and the fishing industry.

Through technological research in Service laboratories, a partial substitute for imported agar was developed, and a high quality poultry feed was produced from dogfish and shark carcasses, previously discarded.

Experiments were conducted in canning species of fish not so utilized before to supplement dwindling stocks of canned salmon, pilchard, sardines, and mackerel taken for America's armed forces and Lend-Lease.

Service technologists are engaged now in devising more efficient methods of dehydrating fish for shipment abroad.

Work with producers, dealers, and consumers in the Great Lakes region resulted in a more widespread use of the heavy runs of smelt and herring.

Former Federal specifications for fresh fish were revised to meet military needs and to conform more closely to current commercial practices.

An inquiry into the fisheries of the Caribbean Sea was started early in 1942. Information thus far assembled indicates that the fisheries in some localities can be materially expanded.

The total output of fish and eggs for the calendar year 1941 from 119 Federal fish hatcheries was 5,862,960,200. A large portion of the production of warm-water panfish is now being allocated to the stocking of farm ponds for the production of local food fish.

#### Oyster Cans Available for Season

**P**ACKERS are permitted to pack fresh oysters in metal cans until April 30, 1943, by Conservation Order M-81, as amended on January 4.

Under the order as last amended on December 9, 1942, oysters could be packed only in substitute containers. Experiments with such containers are not yet completed.

The new amendment permits unlimited packing of oysters in one-gallon cans made of chemically treated blackplate. This will provide enough cans for the entire 1942-43 oyster pack.

#### New Glass-Packed Products

**W**PB Conservation Order M-104, specifying limits within which closures, containing metal and rubber, for glass containers can be used to pack various products was amended on January 4 to provide for glass to pack a large number of foods which may not be canned in tin. The purpose of this provision is to offset the restrictions on packing foods in tin cans. Included in this group are the following fish products: clam broth, fish pastes and lobsters.

#### Stockpiling of Wooden Containers

**F**ISH dealers and shippers should consider following the advice offered recently by the Containers Division, WPB, to accumulate immediately a stockpile of second-hand wooden boxes, crates, and barrels for use in shipment of 1943 production.

This not only will help relieve an expected heavy demand for new containers, because of increased agricultural production and overseas shipments, but also ease the strain on manpower and transportation.

## Massachusetts Production Shows Big Increase in Value

FROM a financial standpoint, Boston, Gloucester and New Bedford experienced a record fishing year in 1942. Total production volume for the three ports, however, showed a shrinkage of 18 percent compared with the previous year, although both Gloucester and New Bedford showed moderate increases.

Total landings for Boston and Gloucester were 353,082,000 lbs., which practically equalled the ten year average for the combined landings of these ports.

Boston's production of 195,550,000 lbs. represents a decline of 35 percent from the 299,370,000 lbs. landed in 1941, which approximated the port's 10 year average of 282 million. Value jumped from \$11,519,000 in 1941 to a new high of \$12,632,000 in 1942.

Gloucester's landings last year of 157,532,000 lbs. were 6 percent ahead of the previous year's total of 148,451,000, and marked the continuation of Gloucester's steady rise as a landing center. From the accompanying graph it can be seen that Gloucester production exceeded that of Boston during four months of this year. The value of landings soared to \$6,003,000 from \$3,291,000 in 1941, to register a gain of 82 percent.

New Bedford's 1942 landings of 49,743,000 lbs. increased 8 percent over the previous year's total of 46,063,000. Yellow-tails comprised the bulk of the landings, totaling 31,482,000 lbs. The average price of this variety jumped to 5c per lb. compared to 2.63c for 1941.

At Gloucester during 1942, 1415 trips of redfish accounted for 94,143,000 lbs., which exceeded the previous year in value, but showed a decrease of 9 million in poundage, due to the fact that several of the redfish draggers changed to other fishing in the latter part of the year.

The high-line redfish dragger, for the second year, was the *Corinthian*, Capt. Jerome Noble, who landed 2,687,000 lbs. with a stock of over \$121,000 and share of \$5,895.

It was a record year for whiting, with 14,381,000 lbs. being

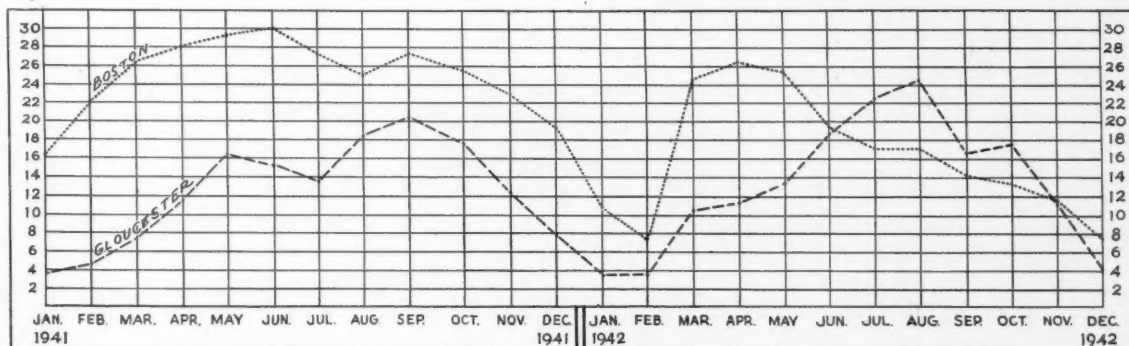


Seven of the nine men in the crew of Gloucester's high-line dragger "Olivia Brown". Seated, left to right: John Balica, Capt. Frank Brown, owner-skipper, and Anthony Rao, cook. Standing, left to right: William Conrad, Manuel Marks, Joseph P. Santos, Manuel Mamede.

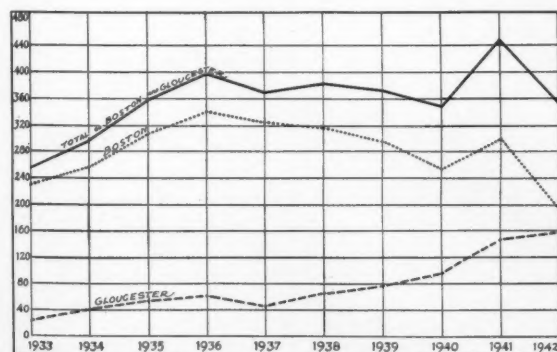
landed from 849 trips. The *Alicia* led the whiting fleet with a total catch of 858,000 lbs.

The mackerel seiners also experienced a good year, with numerous records being established. At Gloucester, 12,878,000 lbs. of mackerel were landed from 410 trips. The top boat in landings was the *Rose Marie*, which brought in 1,060,000 lbs.

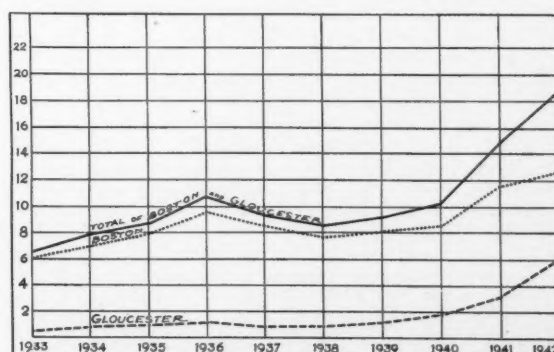
Honors for the year's high-line Gloucester dragger went to the *Olivia Brown*, Capt. Frank Brown. This vessel had a stock of \$124,000, which gave each crew member a share of \$7,625 for the year. This record was made with the loss of 15 weeks' time required for repairing damages from a collision. Haddock, cod, pollock, and redfish comprised the vessel's catches.



Monthly landings of fish in millions of pounds at Boston and Gloucester during 1941 and 1942.



The yearly landings of fish, in millions of pounds, at Boston and Gloucester and their combined total, for the last ten years.



The yearly value of landings, in millions of dollars, at Boston and Gloucester and combined total, for the last ten years.





Charles W. Howeth, a member of the firm of Charles W. Howeth & Bro., of Crisfield, Md., dealers in all kinds of seafood.

## Gulf States May Pack Menhaden

THE national shortage of proteins may soon lead to the establishment of menhaden fish packeries in several Gulf states. Just what steps will be taken to supply boats and shore plants for this new industry have not yet been announced. Menhaden will be a valuable addition to the food supply, and after the war they will be needed in agriculture as well. It is said that large amounts of menhaden may be taken off the Louisiana coast.

### Two Louisiana Trawlers Out of Commission

Two of the Riverside Sales Company's deep sea trawlers have been put out of commission as the result of an accident which occurred when oil barges strung out behind a tug got out of control as they were being towed. A rope broke, which sent two of the loaded barges piling into the trawlers *Racketeer*, and *Gertrude*, tied up at the Riverside machine shop wharf on the Berwick side of the bay. When the barges were pulled out, both trawlers sank as water poured into the holes opened by the impact. The boats were raised to show a little above the surface and tied there pending salvage operations.

The *Racketeer*, which measured 75 feet in length, was one of the biggest shrimp trawlers fishing in the Gulf. The *Gertrude* measures about 50 feet.

### Capt. Webster Saves His Man

One of the fishermen on the trawler *Spartan*, owned by Versaggi Shrimp Company, and captained by Joe Webster, had a narrow escape recently. The captain had sent him on deck to get some pans, and noticed that he was staying longer than necessary. One of the crew went to look for him, and reported that he was not to be found on board. The Captain immediately turned the boat around and headed back over the route they were traveling, and about 20 minutes later they sighted the man in the water. He was about exhausted from his efforts to keep afloat after his accidental fall overboard.

### Poor Fishing Weather

There were a few good catches of Louisiana shrimp during the last week of the year, which comprised the principal part of the catch for December. Inclement weather prevented good fishing most of the month.

### "Marconi" Damaged

The *Marconi*, one of the St. Johns Shrimp Company boats, was in collision with a tug boat, December 21, resulting in considerable damage to the trawler. Dave Cavillier is captain of the *Marconi*.

## S. C. Crabmeat Pack Up

CRAB meat production during the year ending June 30 in South Carolina totaled 421,170 pounds, setting an all-time record, according to J. M. Witsell, chairman of the State Board of Fisheries. Crabs in the shell caught and processed totaled more than 4,000,000 pounds.

## Maryland Oyster Survey To Cover Whole State

ANNOUNCEMENT was made on December 30 by Governor O'Connor, that the Board of Natural Resources had given its approval to the recent suggestion of the Secretary of the Interior, Harold Ickes, that the entire Chesapeake Bay area be included in the proposed oyster survey to be undertaken by the Fish and Wildlife Service.

He has advised Secretary Ickes of this decision, the Governor added, and has requested Edwin Warfield, Jr., Chairman of the Natural Resources Board, to arrange a conference between State Conservation officials and Charles E. Jackson, Assistant Director of the Fish and Wildlife Service, and his staff, stationed in Washington. The purpose of this conference will be to decide upon the scope of the survey, the extent to which the State is able to participate, and to determine the cost of the proposed project.

According to data at hand, oyster bottoms, within the waters of Maryland, cover an area of about 269,000 acres, 184,000 reserved for tongs and scrapers, and 85,000 acres available to dredgers.

### Planted Oyster Areas Opened

On December 1st, the Department of Tidewater Fisheries of Maryland opened all the area of "Great Point" at the entrance into Little Annapessex River. This area was planted with shells and small oysters about three years ago, and the tongs say has made a wonderful growth of oysters. Two men tonging caught 100 bushels in one day and sold for \$1.50 a bushels. Tongs and dredgers never made as much money in the history of the oyster industry, as they have this season. Watkins Bar in Pocomoke Sound was opened on Dec. 27.

A special permit must be obtained before anyone is allowed to work on these areas.

The State is reserving some bars that have become barren and are going to plant these areas.

The result of State planting has proven a success and the output of oysters in Maryland has increased from 1,500,000 bushels to 4,000,000.

### George T. Succeeds Robert S. Harrison

George T. Harrison of Tilghman, Talbot County, has been appointed an associate member of the Commission of Tidewater Fisheries. He is at present a member of the Board of Natural Resources and also a member of the Atlantic Marine Fisheries Commission. Mr. Harrison has indicated that he will resign from the Atlantic Commission and Resources Board. He succeeds Robert S. Harrison, of the same county, who resigned from the Tidewater Commission some weeks ago due to illness.

### Capt. Anderson Making Good Money

One of the successful dredge boat captains on the Chesapeake is Capt. Dewey Anderson, of Deals Island, Md., of the dredge boat *Florence Louise*. One week in December he sold for \$2,500.

### Carson Plant Destroyed by Fire

Fire destroyed the large building and packing plant of L. R. Carson, Inc., in the Jersey section of Crisfield on Monday, December 21st. A large stock of seafood was also destroyed. C. M. Woolston is manager. The firm will continue in business.

### Oysters Bring Highest Price

Oysters sold for the highest price ever known, during the week before Christmas. Oysters in the shell sold for \$2.50 a bushel. Even inferior grades sold for \$1.70 a bushel. The dredgers and tongs have had a great season, so far.

### Two Virginia Conversions

The new dragger *Atlantic*, a converted old sub-chaser, was recently placed in operation by its owner, R. C. Lawson of Hampton, Va. She is powered with a Model 35F10, 5 cylinder, 200 hp., 400 rpm. Fairbanks-Morse Diesel.

Capt. W. Wesley Mills of Seaford, Va., is having another sub-chaser converted for dragging service, which will be ready this Spring. She will be powered by a Model 35F10, 6 cylinder, 240 hp. 400 rpm. Fairbanks-Morse Diesel.

## Florida

### Sponge Sales Greatest in History

ALL previous records of sales on the Tarpon Springs Sponge Exchange were shattered last year with cargoes of the underwater product selling for \$1,699,617.68. This was more than \$300,000 greater than the previous biggest year, which was 1941, when sponge sold for \$1,364,869.68.

Prices throughout the year held up, and there has been a demand for the product. However, sales in recent months have fallen off due to a scarcity of the product brought on by Naval restrictions on operations. Boats are now allocated to operate only during the hours of daylight, due to war conditions.

The final sale was held December 30, amounting to \$15,265.46 to bring the December total to \$35,191.94.

#### May Can Menhaden at Fernandina

Through reliable sources it has been learned that a nationally known canning concern will begin operations in the near future canning menhaden fish in Fernandina.

T. J. Corbett, president of the Nassau County Fertilizer and Fish Oil Co., Inc., is planning to convert two of his porgy boats into iced-carriers for the new enterprise.

The old "Jim Smith" canning plant has been leased from a Savannah, Ga., firm. Experiments were conducted in Savannah last Summer. The finished product of the porgy fish has been declared delicious and high in food value.

It is understood that the plant's capacity has already been purchased by a Government agency. The edible fish was canned as a "sardine", and in another form with tomato sauce added.

#### Mackerel Running Heavy at Riviera

An exceptionally heavy run of mackerel gave Riviera Beach bonanza catches recently. Prices ranging from 11 to 14 cents per pound are the highest on record at this time of the year. Crippled by the Navy ban on outside fishing at night, the local fishing industry is taking full advantage of the big run of mackerel.

#### Lake Okeechobee Has Banner Season

L. M. Lilly, manager of the A. G. Tanner Fisheries, reports that Albert Leitner, operating one of the company's rigs, made a haul of more than 8,000 pounds of fish in one day, and included was 4,700 pounds of mullet, the largest haul of this species ever brought in to the local fish dealer. But soon after the above mentioned catch, Abe Hendry and his crew brought in a total of 6,475 pounds of mullet.



The red snapper boat "Neptuna", 56'x15'6"x7'6", owned by Capt. Gustavo T. Nelson, Corpus Christi, Texas. She is powered with a 62 hp. Superior Diesel, turning a 32 x 32" propeller through a 3:1 reduction gear. She uses Willard batteries, and is painted with Pettit Paint.



The "F. Golino", latest addition to the shrimp trawler fleet of Felice Golino, who operates the St. Johns Shrimp Co., with headquarters at Patterson, Louisiana. The boat is powered with a Type D-80 Lathrop Marine Diesel engine, furnished with a 2:1 reduction gear.

#### Titusville Fishing Normal

Supply of commercial fish at Titusville is about normal for this time of the year, and prices are not high but satisfactory.

The supply of Indian River crabs has dropped off about a fourth or a third from the Summer peak, but that is a seasonal situation, caused by cooler weather. Prices are satisfactory.

#### Samarkos Bros. Lease Boat to Army

Mike Samarkos, Charles Samarkos and John Samarkos have leased the sponge diving boat *Eleni* for one dollar a year to the U. S. Army Air Force. The vessel will be used for rescue and salvage work, upon call of the sub-depot commander or base commander at MacDill Field, Tampa.

The 45-foot boat has already played an important role in salvage work, having located and assisted in the recovering of bodies from a B-26 bomber which crashed off Venice. The *Eleni* crew recovered five of the seven bodies from the ship and salvaged much of the plane.

Captain Mike Samarkos and Diver Charles Samarkos contributed their services in the salvage work and refused any compensation for expenses for their boat.

## N. C. Fishermen Have Problems Of Supplies and Labor

FISHERMEN of North Carolina say there seem to be plenty of fish and have been for many months, and prices are good enough, but they can't get the stakes to set their nets, they can't get the labor to set the nets and to fish them. Moreover they are troubled by a shortage of gasoline. No fishermen now can work without gas-driven boats. But the most pressing problem is net stakes and labor.

Fishermen are perplexed, at least those who wish to keep on fishing, and taking care of the equipment they have acquired at so much cost. They know if they let their equipment remain idle it will soon come to nothing. They know too if they stop fishing the Nation's food supply will decrease by so much.

#### Menhaden Fleet Loses "Parkins"

Thirteen fishermen were drowned when two purse boats in which they were being towed from their sinking trawler capsized in heavy seas off the North Carolina coast early on December 18.

Four others of the crew of twenty-four of the menhaden trawler *Parkins* were missing and believed dead. Seven survived the capsizing of the purse boats and swam to safety.

The *Parkins*, loaded with fish, was on the way into the factory at Beaufort, N. C., when it ran into rough water. After the boat had taken in so much water that the engine could not be operated, the crew took to the purse boats and abandoned the *Parkins*, which sank several hours later.

Two members of the regular *Parkins* crew were not aboard at the time, but four men from the *John Twoby Brusster*, fishing from the same port, were on board.

## Maine Mussels, Fresh, Quick-Frozen and Canned

By John Gould

**A**FTER a year of planning, Maine cannery are ready to introduce the lowly sea mussel as a war-time addition to food production—and they hope to see this bivalve carry over into peace time with a popular flavor that will rival that of the oyster and clam. The paradox of the mussel has long occupied the attention of Sea and Shore Fisheries Commissioner Arthur R. Greenleaf, who met with Maine cannery at Boothbay Harbor on January 19 to launch a coast-wide mussel canning industry.

The mussel is the most abundant shellfish in the North Atlantic and huge beds of them stretch along the coast of Maine. In 1919 a survey reported that Maine had enough mussels to feed the armies of the world on them exclusively for ten days. But only occasionally have any been packed or sold fresh—chiefly because Maine clams and quahogs held first place in the esteem of both fishermen and customers. But in Europe and England mussels have been a first-place shellfish for generations, and the present war has opened these markets to Maine cannery. By many tests mussels have been declared the equal of clams and oysters in food value and taste, and yet they remain an unknown quantity to people who would like them if they were available in markets.

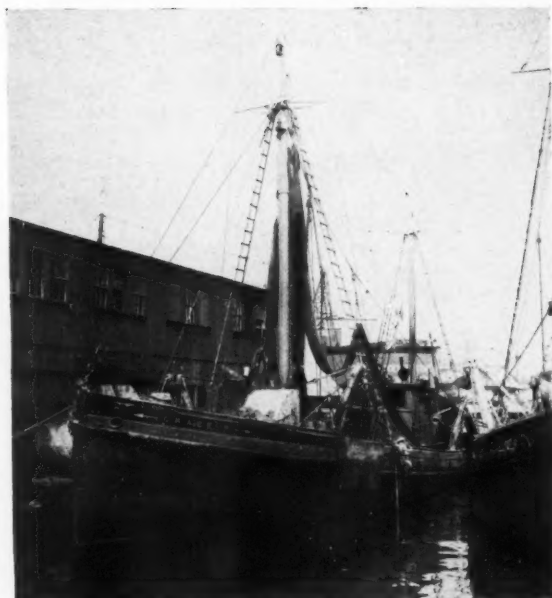
A survey of the mussel beds was made last Fall, and it appears now, Commissioner Greenleaf predicts, that the 1943 season will pack thousands of cases of mussels. In addition to canning them, plans call for shipments of fresh and quick-frozen mussels into the interior of the country.

Harvesting mussels is somewhat like taking clams, except that the beds lie under water and fishermen work from boats with long-handled dredgers or rakes. They are easier to take than clams, and bushel for bushel will provide far more meat. Sea and Shore Fisheries wardens have reported that men can earn higher than \$20 a day supplying mussels for canning—but thus far the picture has broken down because of the public's generally inexperienced taste. Mussels do not contain pearls, not of a kind to interest jewelers, and in many parts of the world a high pearl content renders the mussel useless. Maine mussels, however, are comparatively free from these nuisances.

As the alewife and sea herring were Maine's new fish products for 1942, the mussel now heads the list of new products most likely to succeed in 1943.

### Addition to R. K. Barter Plant

The R. K. Barter Canneries, Inc., will make a substantial addition to their plant in Stonington, formerly of the North Lubec Canning Company factory, when they build a wharf extending from the south side of the building to connect with the western side of the old Eastern Steamship wharf.



*The 94' Gloucester redfish dragger "Grace F." of which Capt. Frank Favaloro is owner, Capt. Loren Sears, skipper, and Charles Silva, engineer. Equipped with 200 hp., 10 x 13 Atlas Diesel, 60 x 40 Columbian propeller, Kinney winch interchange and sailing clutches, New Bedford cordage, Submarine Signal Co. Fathometer, Kelvin-White compass, Bludworth direction finder.*

The wharf will be approximately 121 by 45 feet and the building which will be erected on it will house much of the canning machinery for which there is not room in the present building to take care of this rapidly expanding industry.

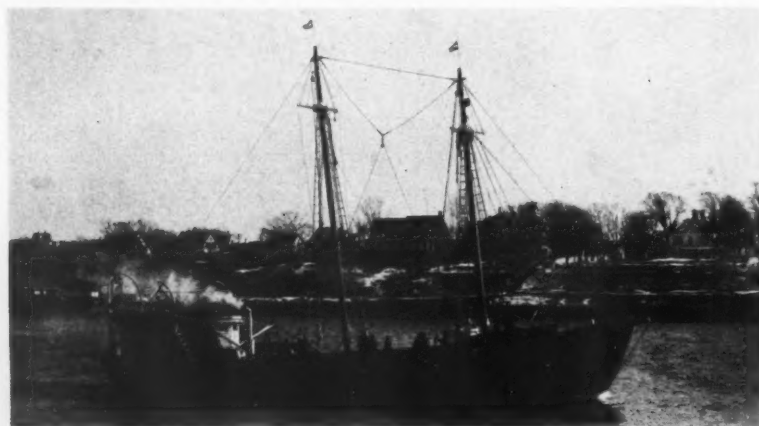
### Sardine Pack for 1942

The 1942 pack of Maine sardines totaled 2,776,879 cases. This included 116,661 cases of round cans and 2,660,218 of other classes. Packing was done by 26 companies, who operated a total of 33 plants in 19 localities scattered all along the Maine Coast.

### Additional Sardines Withheld

Sardine cannery have been directed to set aside an additional 20 per cent of their pack produced between March 1, 1942 and February 28, 1943, for the armed forces and Lend-Lease.

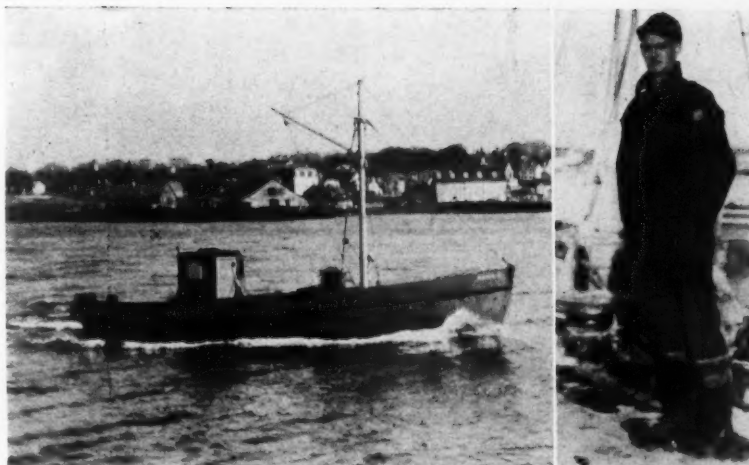
This order raises the reservation of the 1942 pack of sardines, as well as mackerel, required for military and Lend-Lease purposes to 80 per cent of the total. In October, cannery were ordered to set aside 60 per cent of such pack for the Government, and were permitted to release 20 per cent of their pack to civilians, under specified conditions.



*The new 103' Gloucester dragger "Columbia" which sailed on her maiden trip this month. She is owned by Capt. Ben Pine and Lt. Paul Bauer, and is skippered by Capt. Matthew Sears, with Bert Hemeon as engineer. The vessel was built at the Lyman James Shipyard, Essex, Mass., and has a capacity of 180,000 pounds. She is equipped with a GN8, 10½ by 13½, 350 hp., 350 rpm. Cooper-Bessemer Diesel, fueled and lubricated with Gulf oils; Hyde propeller; New England WD700 winch; Kinney clutch; Shipmate range; 8 hp. Lister auxiliary set; and Submarine Signal Co. Fathometer. This dragger was designed by Eldredge-McInnis, Inc.*



Right, the "Anna C." and her skipper, Capt. Carl Beede, of Gloucester, Mass. This gill netter, owned by Capt. O. C. Christensen, of South Portland, Maine, is 57.6 x 14.8 x 6.1, and is powered with a 4 cylinder, 100-120 hp. Wolverine Diesel, turning a Columbian "Peerless" propeller. She uses Ederer nets.



Below, the 72' Gloucester dragger "Theresa and Dan", Capt. John Hall, as she was hard aground on Cape Cod near North Truro last month. Efforts to float her were unsuccessful, and she broke up in a heavy storm.



### N. J. Oystermen Aided by Submarines

THE Navy's relentless war on enemy submarines off the New Jersey coast is giving oystermen their best season in years. Joseph N. Fowler, director of New Jersey's Board of Shell Fisheries, disclosed depth charges dropped by Navy patrol boats and ships have routed the drumfish from the oyster beds along the coast.

Drumfish live on oysters. The underwater explosions, however, are too much for the drumfish, and they're leaving the oysters to the oystermen.

#### Ask New Striped Bass Law

Fishermen of New Gretna have started a crusade which they claim will add thousands of pounds of fish to the nation's shortened food supply, but they will have to change State fishing restrictions.

Dive-net fishermen, who have been taking large numbers of striped bass in the Mullica River and Barnegat Bay during recent weeks, are seeking relaxation of the State law which will not allow them to take striped bass less than 18 inches in length. This law is now causing the loss of thousands of pounds of fish, many of which die and cannot be used, according to the fishermen who are forced by the law to throw back many fish between 16 and 17 inches, that have been caught in their nets.

#### Repowered by Cummins

The 77.5'x22'x7.2' oyster schooner *Elsie M. Jeffries*, owned by Capt. Norman L. Jeffries of Port Norris, N. J., has been repowered with an LMR-602 Cummins Diesel. The engine develops 175 hp. at 800 rpm., has a 7" bore and 10" stroke, and is furnished with a Twin Disc MG201 reverse and reduction gear with 2:1 ratio. Turning a 50x36 Columbian propeller, it gives the vessel a speed of 10 mph. The engine was sold by Cummins Diesel Engines, Inc., of Philadelphia.

### Gloucester Draggers Go South

THE annual trek of draggers to the South'ard for Winter fishing got underway early this month. However, with the price of redfish up to 43¢ per pound, there is much incentive for the boats to remain here, with the result that the Southern fleet is expected to be only one half its normal size.

Among the first to leave were the *Saint Ann*, Capt. Leo Favalaro; the *Inca*, Capt. John Orlando; *Jorgina Silveira*, Capt. Manuel Silveira; *Olivia Brown*, Capt. Frank Brown; *Lady of Good Voyage*, Capt. Manuel Rocha; *Mildred Silva*, which has been taken over by United Fisheries, Capt. David Ribeiro; *Paolina*, Capt. Manuel Carriso; and the *America*, Capt. Joe Jaqueta. The *Caspian*, a Southern boat, Capt. Martin Jensen, returned to home grounds.

The *Inca*, originally a Gloucester boat, was recently purchased by her present skipper from L. M. Newcomb & Co. of Phoebus, Va., who had operated her in the North since last summer.

While enroute South, the *Saint Ann* lost a crew member, Anthony Ciulla, who was swept overboard while on watch as the dragger was riding out a hard storm 50 miles off Cape May, N. J. The boat's cook, Antone Viera, was injured. Although the dragger was swamped by a huge comber which flooded the pilot house and covered the deck with four feet of water, the crew was able to get their craft to port without serious damage.

#### Former "Ethel S. Huff" Owners to Build

Capt. Jack Vigliano, and Carlo Ciaramataro, formerly owners of the 42' *Ethel S. Huff*, are having a 65' dragger built at Sarris Bros. boat yard, St. Augustine, Florida.

The new owners of the *Huff* are Capt. Nofio Demitri and Capt. Sam Santuccio, the latter of whom will be skipper.



The gill netter "Richard J." of Gloucester, Mass. powered with a 135 hp. Buda Diesel, and equipped with Ederer nets. She is skippered by Capt. James Madruga.

# WOLVERINES are popular in GLOUCESTER



The "Saint Ann", 73.6 x 18.6 x 8.0, Capt. Leo Favaloro, Gloucester, Mass., is powered with a 175-195 hp. Wolverine Diesel. She was one of the high liners in the mackerel fleet.



The 80' "Satan's Wife", formerly of Gloucester, is now in the service of the Government. She is equipped with 100 hp. Wolverine Diesel, and had a capacity of 80,000 lbs. of fish.

Wolverine Diesels meet the requirements of all types of fishing boats, large and small. They are sturdy, simple, reliable, economical, long-lived, and designed for fishing service.

Wolverine-powered fishing boats, all along the coast, give their owners satisfaction year after year, because of their operating economy, low maintenance cost, and dependable service.

Wolverines prove their worth especially in times of stress, when dependability is an essential.

**Wolverine Motor Works Inc.**  
Union Ave. Bridgeport, Conn.

## Boston Landings for December

(Hailing fares. Figure after name indicates number of trips.)

Acme (3)	23,400	Lawrence Scola (4)	47,600
Adventure (2)	87,000	Leonardo (3)	15,100
Adventure II (2)	81,000	Little Joe (2)	33,000
Alden (1)	24,000	Maine (4)	425,000
Alphonso (3)	23,300	Mao II (1)	4,900
American (1)	24,500	Marcella (3)	68,000
Anna Guarino (2)	42,000	Maris Stella (2)	147,000
Annie (3)	18,600	Marjorie Parker (1)	25,500
Annie & Josephine (1)	1,300	Mary (3)	34,500
Annie & Josie (4)	20,000	Mary & Jennie (3)	13,300
Bettina (1)	50,000	Mary F. Curtis (1)	39,200
Billow (1)	150,000	Mayflower (2)	19,500
Bonaventure (1)	66,400	Nancy F. (2)	69,000
Boston (1)	44,000	Natale III (3)	144,400
Breaker (3)	241,000	Neptune (4)	401,000
Breeze (3)	279,000	Newton (4)	385,000
Brookline (2)	200,000	Olivia Brown (1)	105,000
Cambridge (3)	282,000	Olympia (2)	52,900
Carmella Maria (2)	10,200	Paolina (1)	36,200
Catherine C. (1)	33,000	Plymouth (3)	249,000
Clarence B. Mitchell (2)	61,000	Princess (2)	34,000
Comber (2)	59,000	Quincy (2)	106,000
Cormorant (3)	191,500	Richard J. Nunan (2)	45,300
Dorchester (4)	261,900	Ripple (2)	120,000
Doris G. Eldridge (1)	63,000	Rita B. (3)	107,000
Ethel B. Penny (2)	94,000	Robert & Edwin (2)	6,600
Ethel S. Huff (2)	32,900	Roma (3)	17,400
Eva II (2)	17,000	Rosie (4)	24,500
Famiglia (2)	80,000	St. Joseph (4)	41,700
Fannie F. Hickey (1)	17,600	San Calogero (3)	51,000
Flow (2)	110,000	Santa Maria (1)	60,000
Frances C. Denehy (3)	155,500	Santina D. (2)	19,700
Frankie & Rose (1)	25,300	Sea (3)	177,000
Geraldine & Phyllis (2)	98,000	Sea Ranger (1)	38,000
Gertrude Parker (1)	64,000	Sebastiana & Figli (2)	90,000
Groton (2)	76,000	Serafina N. (2)	81,200
J. B. Jr. II (2)	15,200	Shamrock (2)	70,500
Joe D'Ambrosio (3)	23,300	Spray (3)	251,000
Josephine & Mary (2)	36,000	Two Pals (3)	15,200
Josephine F. (3)	12,100	Thomas Whalen (3)	244,000
Josie M. (1)	2,100	Vandal (2)	56,500
Josie II (3)	19,900	Winthrop (3)	283,000
Lark (2)	118,000		

## Gloucester Landings for December

(Hailing fares. Figure after name indicates number of trips.)

Agnes & Myrnie (12)	51,000	Margie and Roy (12)	48,000
Alden (3)	42,000	Marietta and Mary (2)	56,000
Aliburton (10)	17,000	Marie and Winifred (2)	41,000
Alicia (3)	81,000	Mary A. (1)	28,000
America (3)	95,000	Mary and Julia (1)	30,000
Annie & Florence (1)	25,000	Mary R. Mullins (2)	122,000
Anna C. (12)	96,000	Mildred Silva (2)	20,000
Austin W. (1)	25,000	Nancy F. (1)	15,000
Balilla (2)	60,000	Naomi Bruce (14)	183,200
Bonaventure (2)	130,000	Naomi Bruce II (15)	107,400
Carlo and Vince (1)	7,000	Naomi Bruce III (17)	168,000
Caroline and Mary (2)	242,000	Newcastle (1)	22,000
Caspian (2)	27,000	No More (2)	4,000
Catherine (12)	26,300	Old Glory (2)	130,000
Cayadetta (1)	18,000	Olivia Brown (2)	125,000
Corinthian (2)	107,000	Paolina (2)	100,300
Doris F. Amero (3)	128,000	Phyllis A. (14)	93,000
Edna Fae (16)	160,300	Polly T. (4)	5,800
Elizabeth A. (1)	12,000	Richard J. (11)	36,900
Eliza C. Riggs (7)	30,700	Richard J. Nunan (1)	18,000
Enterprise (6)	29,000	Richard J. II (11)	49,800
Evalina M. Goulart (2)	88,000	Rose and Gracie (1)	30,000
Evelyn G. Sears (2)	52,000	Ruth and Margaret (2)	114,700
Four Sisters (1)	9,000	St. Joseph (3)	12,000
Golden Eagle (2)	127,000	St. Providence (2)	11,700
Gov. Al Smith (2)	60,000	St. Rosalie (2)	32,500
Grace F. (4)	56,000	Salvatore (1)	88,000
Helen M. (2)	95,000	Sea Hawk (1)	10,000
Jackie B. (15)	167,000	Sebastiana C. (1)	16,000
Joffre (3)	113,000	Serafina (1)	6,000
Josquina Silveira (1)	40,000	Serafina II (1)	11,000
Josephine & Margaret (1)	18,600	Spring Chicken (4)	192,000
Lady of Good Voyage (2)	95,000	Two Pals (1)	4,000
Lark (12)	27,400	Uncle Guy (1)	18,000
Leonora C. (1)	60,000	Vince (9)	14,500
Little Joe (1)	10,000		

### Good Trips by Boston Trawlers

The *Neptune*, Capt. Grimur Hakonarson, made a record stock of \$20,000 on a 170,200-pound catch landed on January 4. Each of 17 crew members shared \$540.

The *Cormorant*, Capt. Iver Carlson, hailed for a fare of 142,000 lbs., including 122,000 lbs. of pollock on the 13th, following a 5 day trip, which gave each man a share of \$419.

R. O'Brien & Company's *Wm. J. O'Brien*, on her first trip since being repowered, brought in a fine catch of 179,000 lbs. on the 14th of this month. She now has a 575 hp. main engine and a 100 hp. winch engine, both Fairbanks-Morse Diesels installed by Bethlehem's Atlantic Works, East Boston.

### Building Dragger at Plymouth

The Frank Jesse Boatyard of Plymouth, Mass., is building a 75-foot dragger for Capt. Guy Privitera of Boston, which will be powered with a new 160 hp. Fairbanks-Morse Diesel.

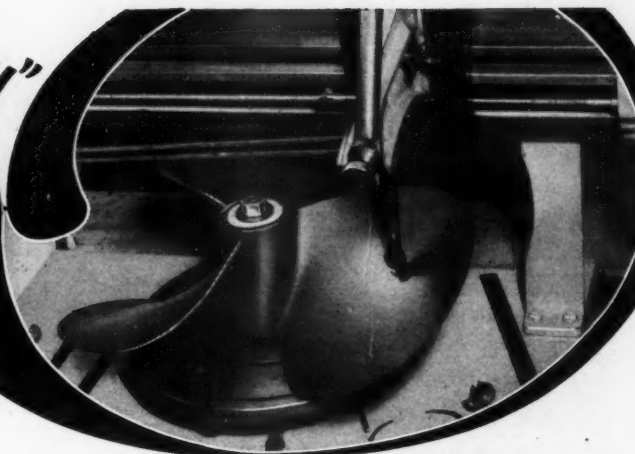
## Why "MACHINED-PITCH"

### Means BETTER PROPELLER PERFORMANCE

Accuracy of pitch, spacing, boring and balancing, all vitally influence propeller performance. MICHIGAN, alone, because of its exclusive "MACHINED-PITCH" method can GUARANTEE propeller accuracy.

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The Helical Planer—an exclusive Michigan Wheel development carves with absolute accuracy the patterns from which MICHIGAN "MACHINED-PITCH" propellers are made, and fully machines the Pitch Blocks which control the accuracy of pitch, spacing and boring through every operation of manufacture.

**MICHIGAN WHEEL COMPANY · Grand Rapids, Michigan, U. S. A.**

### Georgia Shad Season Opens

**T**HE opening of the shad season on January 1, two weeks early, will help the Government in speeding up production and will, in some measure, help offset the present food shortage.

The Coast Guard has lifted the ban on night fishing, in so far as shad fishing is concerned, because of the demand on the commercial fishing industry to increase production, and because shad fishing is confined to waters well inside the inland waterway.

The shad catch during the first part of the year is comparatively small, and for this reason the fish bring much better prices than they do after the big run begins in February. For this reason, and because no harm is done to the perpetuation of the species by early fishing, several shad producing States to the North have no season opening date, but allow fishing as soon as the shad show up in the Winter, and close the season on the date when it is known that the fish begin dropping their roe.

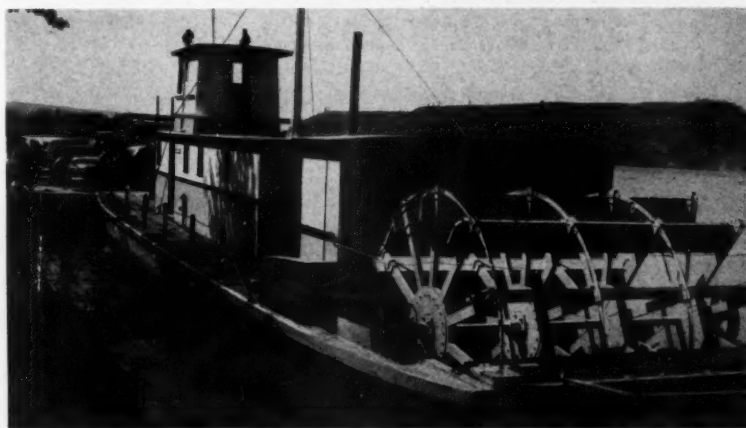
Shad cannot be caught between sunset Friday night and sunrise Monday morning.

#### Lewis' Crab Factory Sold

The Lewis Crab Factory, Inc., Brunswick, owned and operated for a number of years by Sam L. Lewis, was purchased by H. T. Whorton, R. L. Whorton and C. O. Midgette, all formerly of North Carolina, but who have been connected with the local plant for a number of years. The new owners assumed charge of the business on January 1.

The sale includes Mr. Lewis' crab factory, crabmeat plant, all boats, trucks and other equipment. Mr. Lewis has been active in the seafood business all of his life, and is said to be the largest crabmeat packer in the State. He formerly owned the Louisiana Blue Crab Company, in Louisiana, which he recently sold, and he has also sold his crabmeat plant located at Belhaven, N. C. He announces that with the sale of the local plant he will definitely retire from the seafood business.

The Whortons are brothers and well experienced in the crabmeat business. Mr. Midgette has been operating the Brunswick Retail Seafood Company for the past year. All three have spent their lives in the seafood business.



This U. S. Engineers' ferry "M. V. Alcan", powered by a Caterpillar Diesel D17000 engine, transports supplies across a large river along the Alaskan Highway route.





**O**WNERS of Cummins Diesel-powered equipment are setting new production records . . . doing more work . . . in less time . . . at a lower cost.

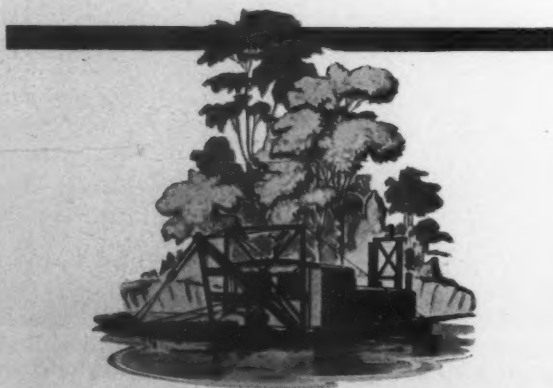
It took a call for super-power to fully demonstrate the engine's capacity for extra work and speed . . . its low operating cost in the face of a demand for double duty.

It took a drastic shortage in men and materials to prove the full worth of the Cummins Customer Service Policy . . . a policy which has always given first consideration to the owner.

That's why today's broken records forecast a still better Cummins Diesel for tomorrow. CUMMINS ENGINE COMPANY, Columbus, Indiana.

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**CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC.**  
76 Rogers Street, Cambridge, Massachusetts  
7 Wetherfield Avenue, Hartford, Connecticut



## New Brunswick Outlook Bright

By C. A. Dixon

**I**T must not be inferred that because of the prevailing scarcity of sardine herring in December, or the latter part of it, there will be any cessation on the part of the Canadian canneries regarding output; the business will be carried on and every fish that can be made available by purse seiners in Charlotte County, N. B., who commenced operations at the beginning of the New Year, will be utilized, and an endeavor will be made to furnish every possible can of this important food for overseas and for home consumption. Seiners have been getting a lot of gear ready for the winter fishing.

Everyone is "rarin' to go" in the seining game, and not only will a considerable number of fishermen and factory workers look with eager anticipation toward the coming winter seining season, but also those who are anxious about a constant supply of canned food products for wartime.

### New Boats Building

While it is true that some new and larger boats have been added to the fishing fleet in southern New Brunswick of late, many more would be built and placed in use, if building stock were made available and boatbuilders could be found to do the construction work. Recently a new craft was launched at the boatshop of Linden Tewksbury & Sons, of Leonardville, N. B., and another is being built for Captain Heber McNeill, of Deer Island, N. B., who was fortunate enough to have the stock on hand. The boat launched was originally built for the freight trade but was purchased by Jason Lakeman of Grand Manan, for the fishing industry. Capt. McNeill's boat will be used for sardine herring transportation. Others will be built as soon as it is possible to get material and workmen to do the job. In all branches of the fishing industry new boats are being built and outfitted as rapidly as possible.

### Tin Cans Available

The recent announcement by the War Production Board at Washington that tin plate would be made available for all the cans needed in the sardine canning industry in 1943, allayed fears that had been entertained by some that considerable curtailment in the tin supply might be unavoidable. The news that such is not the case heartened fish producers and packers alike, and it is confidently expected that the coming season will be another prosperous one in the sardine industry.

### Record Haddock Prices

All records have been broken in regard to high prices for haddock on the Canadian side of the international boundary line, although the fish were sold in the New England markets eventually. Campobello trawl fishermen got seven cents a pound from first hands for their fish in December, and individual boats, with two-man crews, made \$100. to a set some days, and some made \$125. Such incomes from fishing never before were realized in so many cases, and quite a long time yet remains before the wind-up of the winter trawl-fishing season which usually is terminated in February in the Campobello area.

### Bloater Trade Coming Back

Ralph Ingersoll of Grand Manan says that the bloater trade, at that Canadian producing center of smoked herring, is coming back, after having experienced a falling off in recent years. At one time the smoking of large herring for the bloater trade at Grand Manan was a major business, and an annual pack of 100,000 boxes was not considered extraordinary.

### Lobster Fishermen Prosper

Lobster fishermen in Charlotte County in general have done well, although heavy gales destroyed considerable gear at Grand Manan. Prices were higher than usual for the shellfish, and in some areas in the county fishermen caught more lobsters than for some years gone by for a like period. There was good lobster fishing in St. Andrews Bay in the fall season. At Grand Manan the price paid was twenty-five cents a pound from first hands. Quite a lot of the fish was sold direct to New England markets as soon as they were caught, but some were impounded for future requirements.

## Fulton Market Wholesale Prices

Specie	Dec. 1-5	Dec. 7-12	Dec. 14-19	Dec. 21-31
Alewives	.. ..	.03-.03	.03-.03	.. ..
Bluefish	.32-.35	.25-.38	.29-.38	.28-.35
Butterfish	.10-.20	.10-.22	.18-.18	.. ..
Codfish, Stk.	.12-.25	.15-.28	.14-.22	.12 1/2-.25
Codfish, Mkt.	.11-.20	.12-.20	.10-.14	.11-.20
Croakers	.. ..	.12-.12 1/2	.04 1/2-.11	.03-.05
Dabs	.. ..	.. ..	.06-.12	.. ..
Eels	.11-.14	.. ..	.. ..	.07-.35
Flounders	.10-.22	.07-.25	.06-.14	.06-.18
Haddock	.13-.15	.13 1/2-.19	.12-.16	.10-.18
Hake	.03-.15	.04-.18	.03-.18	.03-.06
Halibut	.. ..	.22-.24	.. ..	.. ..
Herring	.. ..	.05-.06	.. ..	.05-.08
Kingfish	.. ..	.. ..	.. ..	.. ..
(King Mackerel)	.25-.25	.22 1/2-.26	.25-.27 1/2	.22-.26
King Whiting	.. ..	.. ..	.. ..	.. ..
(Kingfish)	.. ..	.. ..	.08-.10	.08-.10
Mackerel	.08-.25	.10-.30	.14-.24	.14-.14
Mullet	.09-.11	.07 1/2-.11	.07-.15	.09-.10
Pollock	.11-.15	.10-.15	.07 1/2-.12	.11-.15
Pompano	.. ..	.55-.55	.20-.55	.65-.65
Salmon, Pac.	.. ..	.22-.32	.. ..	.. ..
Scup	.07-.08	.. ..	.10-.10	.. ..
Sea Trout, G'y.	.25-.25	.10-.30	.20-.22	.09-.13
Sea Trout, Spt.	.18-.23	.25-.30	.28-.32	.14-.30
Silversides	.00 1/4-.01 1/4	.. ..	.. ..	.. ..
Red Snapper	.. ..	.28-.30	.. ..	.28-.28
Sole, G'y.	.14-.16 1/2	.. ..	.16-.16	.12-.18
Sole, Lem.	.20-.20	.22-.25	.22-.22	.. ..
Smelts	.18-.33	.14-.28	.10-.30	.18-.35
Spanish Mackerel	.20-.25	.09 1/2-.21	.17 1/2-.21	.21-.29
Sea Bass	.. ..	.25-.25	.10-.30	.. ..
Striped Bass	.18-.23	.22-.32	.26-.32	.25-.35
Tautog	.12-.14	.16-.16	.. ..	.. ..
Tilefish	.. ..	.08-.14	.. ..	.. ..
White Perch	.. ..	.12 1/2-.15	.. ..	.. ..
Whiting	1.00-10.00	1.00-8.00	1.50-12.00	1.75-6.00
Yellowtails	.10-.15	.07-.18	.07-.14	.06-.30
Clams, hard	3.50-5.00	3.00-10.50	3.50-14.00	3.75-17.00
Clams, soft	2.50-4.00	2.50-3.50	2.50-3.50	3.00-3.50
Conchs	2.00-3.50	3.25-10.00	2.50-12.00	.. ..
Crabs, hard	2.50-3.00	2.00-8.00	1.00-2.50	1.75-5.00
Crabmeat	.85-1.15	.75-1.40	.60-1.50	.15-1.40
Frogs Legs	1.10-1.10	1.10-1.10	1.00-1.10	1.00-1.10
Lobsters	.25-.60	.45-.67	.45-.70	.52-.70
Mussels	.60-1.00	.50-1.00	.85-1.00	.85-1.25
Scallops, bay	5.00-7.00	5.00-7.00	6.00-7.00	6.00-7.00
Scallops, sea	.. ..	.. ..	4.75-5.00	5.00-7.50
Shrimp	.20-.40	.24-.32	.25-.35	.15-.60
Squid	.10-.10	.06-.18	.. ..	.. ..

## The Service of the Fishery Council

THE Fishery Council continues to serve not only the fishing industry on the home front, but also the boys in the armed services.

Publicity continues to find its way from the Council into the Metropolitan dailies and general magazines.

Fishery Council news releases and posters dramatize the production, processing, buying, cooking and serving of seafood in a manner that cannot fail to win for it a growing appreciation, on the part of the public, of its importance in the family food menu and budget.

## Camp Fund

The Council weekly market letters, filled with human interest news about people in the market, are sent to the boys in the service, keeping them advised of local activities; and the Fulton Market Camp Fund provides the boys with extra money and practical gifts.

The Fishery Council renders a timely service to the public, the dealers, and the war effort. It aggressively promotes the industry and home front activities.



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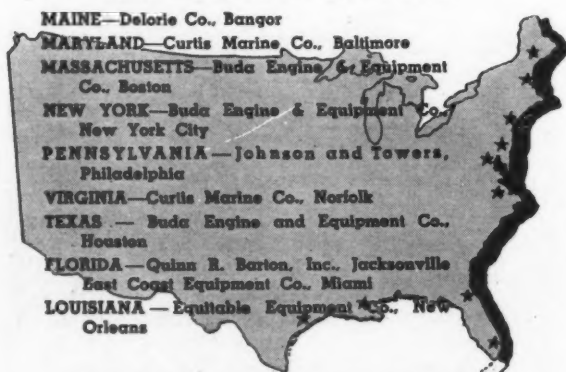


### ... to keep your engines at fighting efficiency!

**E**VERY boat in the nation's fishing fleet has a vital wartime job today. Down time for engine repairs means more than just loss of income for you—it means that somebody, perhaps a fighting man, will go without the fish he needs for food.

To help you keep your BUDA engines in shape, to make sure that needed repairs are available promptly, BUDA has established sales and service distributors at strategic ports along the coast. These firms will gladly cooperate to help you keep your boat working. Call on them at once, if repairs are needed... and remember, you'll get better service if you check your engine regularly and stop trouble before it starts. When it's near time for an overhaul, consult your BUDA distributor ahead of time so he can make sure that all the parts you may need are on hand.

Here's the list of BUDA Atlantic and Gulf Coast service depots stocking genuine BUDA parts:



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 HARVEY (Chicago Suburb) ILL.

DIESEL and GASOLINE  
 ENGINES from 20 to 248 H.P.



## Vineyard Weather and Fish

By J. C. Allen

**B**Y the time that this report of December's log appears in print, the New Year will have arrived and passed to leeward. Talk about resolutions will be out of date, but it might be well to indicate that a bunch of local sea-skimmers will have resolved to go darned lightly on weather predictions from now on.

The reason is merely this: Marthas Vineyard Island is a place frequented by visitors, both summer and winter, and all of 'em are interested in weather conditions. Well, they reason that the fishermen know more about it than anyone else, and so they brace the gang every change of the moon and ask 'em what is due. Generally they get sound, truthful information, and that's what all hands believed last fall when a bunch of strangers arrived for the winter.

"Oh hell no", says the gang, "we don't have any cold weather, we don't have any snow, you can drive your cars all over hell's kitchen any day in the year!" And the Wheelhouse Loafer who pilots this column added his voice to the chorus.

### Galley-Stacks in the Swash

Well, December brought us a drop in temperature to zero and thereabouts, and a foot of snow, by Godfrey! Our little plows were crippled right off the bat, and people would have starved to death if they hadn't been helped out some, maybe. So the fishermen are dodging these strangers and resolving not to make any more weather predictions, because few if any of 'em ever saw things like this before.

Naturally, this state of affairs affected all activities afloat. It has breezed hard, most of the month, and kicked up a swell that dipped the galley-stacks into the swash as often as not. It has been as cold as a bartender's eye on sailing day, and the worst vapor ever seen has laid low over the water for days at a stretch. Why a dozen vessels weren't smashed up or worse, the Lord only knows, because they kept going most of the time in spite of conditions.

### Nation and Fishermen Safe

Fish have been plentiful, and the state of the market would have driven the old-timers crazy if they could have seen it. Of course, all hands know all about that, and probably have alternately wondered and rejoiced even as our gang has done. The fishermen may save the nation, but it is our bet that the nation will save the fishermen, too, for the way things stack up at the present time, we don't see any chance of things going sour with the fisheries again. Maybe the market won't remain at its present level, but it will be good, and the demand will continue for various reasons, but particularly because of the constant improvement in the system of distribution.

Comments on the December catch are really uncalled for because the daily or weekly haul varied but little and included little or nothing that was unseasonable. There was plenty, that's all there is to say, and fish ran just about everywhere except along the village streets. The seiners, operating just to the westward of us found the mackerel plentiful, and up to past the middle of the month, they had done well indeed. A most peculiar thing—this seining of mackerel in winter. The bones of old Sol Jacobs must rattle in his coffin when the reports of these hauls are made, for few, if any, ever beat him at mackerel-killing, and he knew the fish if anyone ever did, yet we never heard of his seining in cold weather. Probably he didn't need to anyhow, for that matter.

### Scallops

Bay scalloping worked out about as we predicted, with nobody getting better than fair wages for 'em. The supply seems to hang on even better than usual, and for a time the daily catch figured up about two thousand dollars a day. But some ice formed in the ponds, and some of the beds hadn't been opened up to the date of this writing, so it is pretty difficult to say just how good a season it will be. One thing is fairly certain, that the market will not change much no matter what happens. You can't really blame any retailer for not wanting to switch from bays to seas and back again. Something plumb irritating is bound to result from such activity.



## Great Lakes Fishermen Must Produce More

**G**REAT Lakes fishing has now become more important for providing fresh fish. The submarine menace on our coastal waters, together with requisitioning of fishing trawlers for naval purposes, has depleted the salt water fish supply, throwing an additional burden on the Great Lakes supply.

### Wisconsin Ships Live Carp to New York

The Wisconsin Conservation Department recently shipped a carload of live carp to the New York market. The car was equipped with large cakes of ice and oxygen pumps to keep the fish living until they reached their destination. The New York trade likes fish alive, and they are considered a great delicacy. The Conservation Commission frequently seines Wisconsin lakes for carp as they are harmful to other types of fish.

### Sheboygan Tugs Active

With the return of a number of the older and retired commercial fishermen to the ranks to replace those who have joined the armed forces, the fishing fleet operating out of Sheboygan is reported meeting its manpower problem in fairly good manner.

Robert Mueller and Leon Cornell, operators of the tug *Velox*, have purchased the motor boat *Judith C.* from Holland parties and are operating it in place of the *Goldie W.* which was sold to persons at Marinette, Wis.

The steel tug *Arrow*, which has been idle since early summer because of the illness of its owner, Frederick Steimle, has been fitted out and is again back on its regular run.

The steam tug *John Jr.* spent the latter part of the summer in Milwaukee where the hull received a thorough rebuilding. The tug's entire deck has been built in, and Capt. Franz Sager is very proud of his reconstructed craft.

### Lake Superior Herring Run

While the 1942 five-week herring run along the south shore of Lake Superior produced a catch of approximately 12,000,000 pounds, this was about 4,000,000 pounds below normal due to an early storm which curtailed the season.

About 700,000 pounds of herring fillets were packaged from the 1942 catch for the army quartermaster corps. In addition, 8,000,000 pounds of herring were salted for civilian use, and 3,000,000 pounds were sold fresh or frozen. Filleting for the armed forces proved successful, and will be attempted on a larger scale in 1943, it is said.

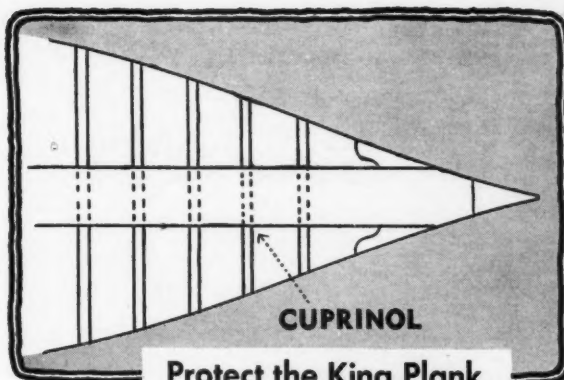
Although the herring production dropped below the 1941 pack, the general fall fishing at Cornucopia and vicinity was better than it had been in many years. Production records show that 354,000 pounds of fish, consisting mostly of long-jaws, were shipped from this port previous to the herring run.

### Eels

The local gang sold their eels on schedule, and the price they got indicated that the northern shipment might have been light, but we didn't hear. Seventeen cents for the run of eels that we generally take is a pretty good price, and some brought more. Although there wasn't much potting done this year, owing to the thinning out of our menfolks from various causes, they shipped five or six tons of yellow-bellies, and the first ice that formed brought about as good spearing as we usually have.

This is a hell of a column, say what you like! Given average conditions, we can usually write something about them that will be readable, but how the devil can a man write a story about nothing in particular?

Besides, with a fleet of iced-up vessels alongside the piers, and no sign of life aboard except the smoke pouring from the galley stacks, with ice on deck, and snow in the twine, and ice on the sides and overboard besides, there isn't much encouragement for writing or fishing either, and be cussed and be blown if we wouldn't keel over and die right now; only, by Godfrey, it's going to be spring by and by, and after January First, it always seems to us as if we have a fair wind for it practically all the way! So cheer up brethren! A better and brighter day is due, and not a damned one of us will be too old to enjoy it when it arrives!



## Protect the King Plank

Rot thrives when oak meets oak in dampness — but Cuprinol prevents rot! With the king plank, for example, treat the entire underside with Cuprinol, and treat the top of deck beams and breast hook too where they support the king plank. Paint over it if you wish, for Cuprinol serves as a priming coat as well as a rot preventive.

If your supplier does not have Cuprinol available it is because the Federal Government has now placed it on priorities of A-10 and above.

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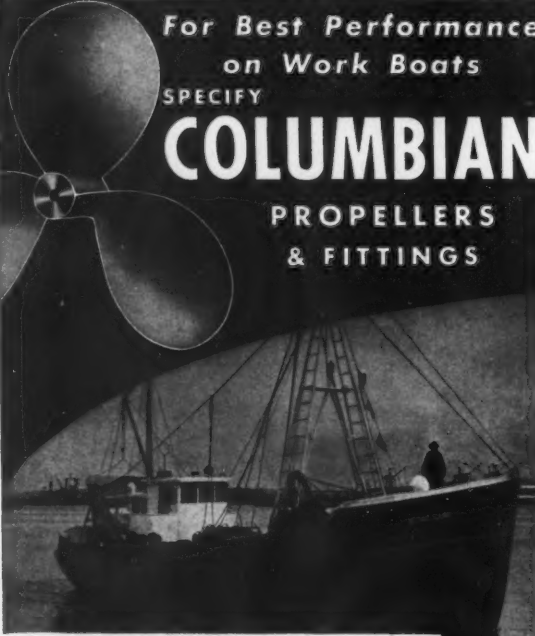
The SHIPMATES on these boats are giving very successful operation. Such satisfactory service is just one example of the adaptability of the SHIPMATE line of vessels of all types and sizes. Regardless of what fuel is desired for operating your range, there is a SHIPMATE model to do the job, efficiently.

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## Long Island Items

**S**CALLOPS are scarce in the local markets. Up to October the catch was fair, but not up to last year's catch. The planting of the bay scallops has increased the catch. Another big planting took place this fall, where they are less likely to be frozen. Scallops have been larger and of excellent quality.

### Cod

Skippers who have fitted out for deep sea-fishing have been handicapped by the severe cold weather and the war conditions.

The catch is small, but the price is high for all kinds of fish. The catch of cod fish, which is much less than last year, is higher in price, as they are retailing at fifty cents a pound.

### Traps

The trap-fishermen feel well pleased with the past season's net receipts. The catch of all kinds of fish was light, but the prices were very satisfactory. The rush is on in the shops preparatory for the next season which starts with some of the firms in March.

### Eels

The catch of eels last month was very profitable. The low temperature bringing the ice to the ponds has stopped the catch for the present.

### Clams

The catch of soft clams has been large and the demand good. Hard clams pan out well the year through.

### Oysters

The oyster plants are doing a big business. The demand is large. All plants are handicapped as to help, making it necessary to put in longer hours, often working on Sunday. The growth is very good, and quality fine. The holiday orders were larger than the plants anticipated, much better than last year.

Oysters are retailing from \$1.20 to \$1.25 per quart. Last year they retailed from 80 cents to \$1.00 per quart.

Edward H. Davis, Manager of the new Marine Division of Rogers Diesel and Aircraft Corporation.



## E. H. Davis, Manager for Rogers

**E**FFECTIVE January 1, the Rogers Diesel and Aircraft Corporation announced the appointment of Edward H. Davis as Manager of its new Marine Division.

This Division will handle all of the Company's Marine business and will be composed of a Sales Engineering Department, an Application Engineering Department and an Installation Department.

Mr. Davis, who has been Marine Sales Engineer with the Company since his employment in 1937, has a background of Diesel power experience in the Marine field which fits him admirably for his new position. In the past he served as Test Engineer for one of the first companies to build high speed, light weight Diesel engines in this country. Moreover, he has had wide practical experience with Marine Diesels under all operating conditions, and holds licenses as Chief Engineer of Motor Vessels and First Class Pilot of Steam and Motor Vessels. In the ten years prior to 1937, he served in both capacities on a variety of Diesel engine propelled vessels.



This end brush is used on a portable air tool for the general cleaning of crankshafts, crankcases and small engine parts.

### Brush Engineering As Applied To Overhauling Engines

THE art of brush engineering as developed by The Osborn Manufacturing Company of Cleveland, is being effectively applied in overhauling internal combustion engines.

As a result of its brush engineering research, Osborn has been able to recommend changes in many maintenance methods in which the use of rotary power brushes of many different types have been adopted.

Some of the overhauling jobs worked out by Osborn researchers were the cleaning of carbon, rust and other contamination from miscellaneous dismantled engine parts, cleaning of carbon deposits from the inside domes of engine cylinder heads, removing grease, oil and dirt from carburetor housing, cleaning carburetor small parts and accessories for inspection, removing eroded metal from magnesium alloy crankcase parts, removing burnt oil from crankshafts and giving them a polish, removing paint and rust from the outside of spark plug barrels, cleaning and removing rust from magneto generator and distributor parts and accessories.

For cleaning carbon deposits from the inside domes of cylinder heads, there has been developed a special brushing device to increase the efficiency of the job by forty per cent. The cylinder to be cleaned is mounted on a flexible yoke on a horizontal carriage which moves the cylinder forward onto a power brush.

The motor drives a disc shaped brush made up of .008 steel wire. A slightly oscillating motion of the cylinder in the flexible yoke permits the brush to reach all parts of the cylinder where carbon is deposited.

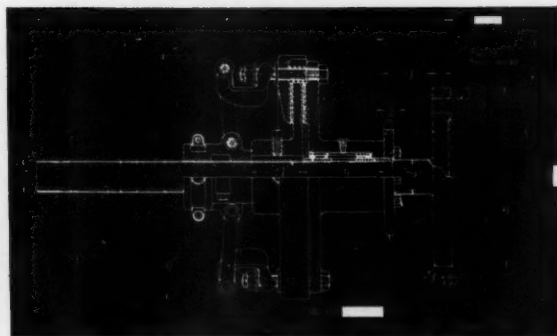
The brush may be of various sizes, those having outside diameters of  $4\frac{1}{2}$  inches,  $5\frac{3}{4}$  inches and  $6\frac{1}{8}$  inches, driven at 1,200 revolutions per minute. One important feature of the brushing assembly is the ease with which the wire brush parts can be replaced. When the brush is worn, it can quickly be replaced with a refill.

Many other miscellaneous engine parts that have become rusted or caked with carbon may be cleaned by the Osborn Monitor Sections. The Osborn researchers, after a study of this problem recommended the improved Monitor Sections 12 inches in diameter, with a  $1\frac{1}{4}$  inch arbor hole and .0118 wire. This brush is run on a stationary grinder at 1,750 rpm.

One Monitor Section,  $\frac{3}{8}$ -inch thick, may be used when a narrow-faced brush is required, or when a wider brushing surface is more advantageous, several sections may be put together on one shaft. The Monitor sections are recommended for jobs where a fairly mild brushing action is indicated.

For the general cleaning of crankshafts, crankcases and small parts an Osborn Special End Brush was used on a portable air tool. This brush contains .004 crimped-steel wire and has a  $\frac{1}{4}$ -inch diameter shank, a  $\frac{1}{2}$ -inch cup and a two-inch trim.

This end brush can be mounted directly onto the chuck of



### Clutch for Auxiliary Engines

This Clutch is readily adapted to large diameter stub shafts for driving auxiliary equipment.

The Clutch is the same reliable Kinney Interchange Clutch endorsed by the fishing industry for years.

Bulletin K-7 shows other Kinney Clutches. State your requirements completely and engineering recommendations will be furnished.

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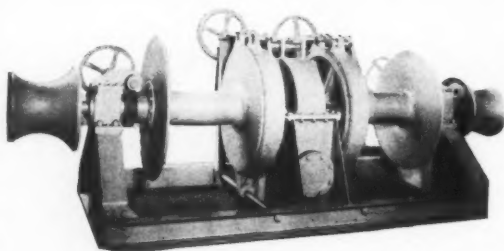
Bethanized trawler line is every bit as strong, tough and fatigue-resistant as uncoated rope. Yet every wire in bethanized trawler line is fully protected against corrosion by a vise-tight coating of 99.9+ per cent pure zinc. Why is this possible? Because a bethanized coating is applied by electricity (without the use of high temperatures) leaving the physical properties of the steel unchanged, and building up a tight, even zinc armor over every inch of the rope wire.

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the air tool and run at speeds depending upon the work to be done. Because of the solid fill of the wire, it brushes and cleans very rapidly, and is particularly effective in hard-to-get-at surfaces.

For removing burnt oil and polishing crankshafts the Osborn technical staff recommended a fine cord or horse hair Ringlock section with a special mushroom-type mounting operated on a variable-speed air tool and used in conjunction with fine rouge.

### How to Can Seafoods at Home

**C**ANNING is one of the most satisfactory methods yet developed for the preservation of perishable food crops.

By this method foods are hermetically sealed and processed in containers in which they are protected from the development of bacteria from within and contamination from without. Foods properly preserved by canning will retain their original color, flavor, and texture much longer than by most other methods, and if stored under reasonable conditions they will remain in excellent condition for years.

Although canning originally was developed as a commercial method it has, been widely adopted by homemakers because, with due regard to the fundamental principles of canning, satisfactory packs of most foodstuffs can be economically put up. The home canner should realize, however, that, owing to chemical and other differences, a process suitable for one product may be entirely unsatisfactory for another.

For the benefit of the ever-increasing number of homemakers who find it advantageous to can seafoods, the Fish and Wildlife Service conducted a series of canning experiments with typical fishery products. This work was carried on with apparatus and under conditions usually found in the average home, and the canned products were subjected to laboratory analyses. The basic information developed is presented, for the guidance of all who desire to can seafoods at home, in Conservation Bulletin 28, entitled "Home Canning of Fishery Products", prepared by the Fish and Wildlife Service, U. S. Department of the Interior, and for sale by the Superintendent of Documents, Washington, D. C., price 5 cents.

### Vitamin "A" from South America

**O**UR neighbors in South America are becoming vitamin A conscious—are finding that sharks caught in their waters have large livers containing this important vitamin—and are sending samples from Lima, Peru, to Seattle, Wash., to be tested for vitamin content, by Laucks Laboratories, Inc.

The Compania Nacional de Pesca S.A. deals in shark livers on a large scale, and has had the vitamin potency of the various types of livers analyzed to verify their market value. The vitamin A content of livers varies tremendously. Several factors determine the vitamin A potency of the livers—the locality where the shark is caught, the grounds where it has been feeding, and the season when the shark is caught. Also, males have a much higher vitamin A potency than female sharks.

In testing for vitamin A content, a Laucks spectrograph dilutes a few milligrams of liver oil with isopropyl alcohol. Light from an incandescent tungsten filament passes through the solution, is reflected from a finely-ruled defraction grating and photographed. The rulings on this grating are so fine that there are 24,000 lines per inch, and each line is exactly parallel to every other line.

The result is the creation of a beautiful rainbow which, when recorded on a photographic film, gives a means whereby the vitamin A content of the oil can be estimated by the spectrographer on examining the developed film with the aid of an electric eye.

Sources of vitamin A are important because this is one vitamin which has not yet been produced artificially.

### "On the Ways"

**A**N attractive calendar has been issued by Pettit Paint Co., Inc. of Belleville, N. J. It is effectively illustrated with an etching depicting a typical boat yard scene. Color is introduced by showing one of the boats with red bottom paint.

### Three Awards to Fairbanks-Morse

**T**HREE Army-Navy "E's" have been awarded to the plants of Fairbanks, Morse & Co. at Beloit, Wisconsin; Freeport, Illinois; and Three Rivers, Michigan.

Equipment built at the 3 plants of the Company is used by the Navy, Army, Coast Guard, Maritime Commission, Air Corps, and the Treasury Department for Lend-Lease to the United Nations.

For many years, Fairbanks, Morse & Co. has devoted much of its engineering and production facilities to the production of equipment for our armed forces. After Pearl Harbor, the company immediately converted all of its manufacturing facilities to the making of vital war equipment.

Gratification over having his organization receive 3 "E" Awards at one time was expressed by Colonel R. H. Morse, President of the Concern.

Supporting the armed forces of this country in time of war is a strong tradition in this Company. Since this organization was founded in 1830, they have been called upon to manufacture war necessities in 4 major wars.

### Superior Engine Receives Award

**P**RESENTATION of the U. S. Maritime Commission awards was made to the Superior Engine Division of The National Supply Company at ceremonies held in Springfield, Ohio, on December 17, by Rear Admiral H. L. Vickery, Vice Chairman of the U. S. Maritime Commission.

A. E. Walker, President of The National Supply Company, accepted the "M" Pennant and the Victory Fleet Flag from Admiral Vickery on behalf of the employees of the Superior Engine Division of the company.

Employee Merit Badges were accepted on behalf of the employees by P. J. Shouplin, founder of the Superior Engine Company.



Left to right: Arch F. Campbell, Manager of Engine Sales, Superior Engine Division, The National Supply Co.; Lt. W. A. Weber, U. S. Maritime Commission; C. R. Barton, Vice President, The National Supply Co.; Rear Admiral H. L. Vickery, Vice Chairman, U. S. Maritime Commission; A. E. Walker, President, The National Supply Co.; Gov. John W. Bricker, Ohio; A. W. McKinney, Vice President, The National Supply Co.

### MacArthur Message to Hallicrafters

**G**ENERAL Douglas MacArthur wired a Christmas message to the Hallicrafters employees commending them for their war effort and asking for their continued support. "On this sacred day of our Lord we, the soldiers on the firing line, give thanks to you soldiers on the production line for the sinews of war that make our victory possible. We are dedicating this Christmas Day to the defeat of our enemies—yes, this Christmas Day, the day after and every day thereafter until we establish peace on earth and good will to men."

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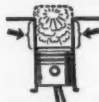
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## Buda Officers Reelected

IN the December 15 issue of Buda News, whose editorial theme is "Think, Save and Work for Victory," there is an announcement of the recent annual stockholders' meeting of The Buda Company.

Stewart S. Hathaway, of New York and Chicago, was re-elected chairman of the company; J. S. Dempsey, president and treasurer; R. K. Mangan, executive vice president; R. B. Fisher, vice president, and K. E. Fitzpatrick, secretary.

## Diesel Maneuverability and Smokeless Operation

THE importance of Diesel engine flexibility, affording the ability to out-maneuver Axis submarines, planes and surface raiders, has been somewhat obscured by the splendid efforts being made by the United Nations' navies in conveying men and materials to our fighting fronts, according to T. F. Hudgins, vice president and director of The Cooper-Bessemer Corporation, Mount Vernon, Ohio.

But when the enemy does get within striking distance, it is gratifying to know that the fine maneuverability of Diesel-powered boats can be used to good advantage in saving human lives and precious cargo. The flexibility, power and positive control of Diesel engines permit a ship's speed or course to be changed quickly, thus making it less vulnerable to sea or air attack.

Lack of smoke in Diesel engine operation was another safety factor pointed out. Axis aircraft and surface prowlers are always on the lookout for smoke to signify the location of a ship and the direction of its course. "The absence of smoke in Diesel-propelled boats has probably saved innumerable lives and thousands of tons of shipping," he said.

## Pearl Harbor Edition

TO commemorate the fateful December 7th attack on Pearl Harbor by the Japanese, a special issue of "The Cooper-Bessemer News" was prepared.

This colorful, 4-page issue of the corporation's house organ was distributed to all employees in the organization to emphasize the vitally important job Cooper-Bessemer is doing in producing Diesel engines, steam cylinder castings and engine parts for cargo and fighting ships of the Allied nations.

The paper illustrates a number of warcraft and the Cooper-Bessemer Diesel engines installed in them.

The copy points out that many Cooper-Bessemer-equipped ships have seen active service—several having been sunk or damaged in naval engagements with the enemy in various parts of the world.

B. B. Williams, president of The Cooper-Bessemer Corporation, pays tribute to the employees of the organization.

## "M" Award to Cooper-Bessemer

THE Cooper-Bessemer Corporation received the Maritime "M", award of the United States Maritime Commission, from Rear Admiral Howard L. Vickery, Vice-Chairman of the U. S. Maritime Commission and Chairman of the Board of Awards, at its Grove City, Pa., plant.

The high degree of friendliness and co-operation existing between workmen and managers at both the Grove City, Pa., and Mount Vernon, Ohio, plants of the Corporation was expressed by Gordon Lefebvre, Cooper-Bessemer vice-president and general manager, who accepted the award on behalf of the organization.

Other high points of the program, which was carried by direct wire through loud speakers to workmen assembled at the Mount Vernon, Ohio, headquarters and also broadcast over radio stations in Pennsylvania and Ohio, included raising the Victory Fleet Flag and the Maritime "M" burgee, and presentation of the Maritime Merit Badge for each Cooper-Bessemer employee. L. F. Williams, assistant secretary of the corporation, acted as master of ceremonies.



### "E" Award to Sample

**T**HE Army-Navy "E" for production of minesweepers and tugs has been awarded Frank L. Sample, Jr., Inc., of Boothbay Harbor, Maine.

Back of the Award lies an interesting story of war-time progress. This yard, known as the Atlantic Coast Company from 1917 was bought out by Frank L. Sample, Jr., Inc., in 1939, at which time it consisted of two rather obsolete 75 foot ways.

Most of 1939 and 1940 were devoted to the installation of new equipment and generally putting the yard into ship-shape. In the winter of 1940 production was resumed with the design and construction of a 36 foot pleasure cruiser. In April of the following year the yard was awarded its first navy contract and since then has worked on government orders exclusively.

The total docking capacity has been increased to 400 feet with a minimum depth of 15 feet. At present the yard has five ships building, with three more in the fitting-out dock. Facilities have been consistently improved and now include a 600 ton railway, a 50 ton derrick, fully equipped Diesel and gasoline repair shops, marine electric, spar and joiner shops, woodworking mill and complete machine shop.

The yard now employs 500 men and women as compared with 40 two years ago. Many are old timers with generations of ship-building experience. Mr. Sample hopes to keep his yard working full time after the war is won, by converting to the production of custom and standard model boats in both wood and steel for both commercial and pleasure purposes, and by offering a complete repair service.

### An Educational Calendar

**T**HE 1943 calendar put out by Booth Fisheries Corporation, Chicago, Illinois, illustrates 24 varieties of fish and shell-fish, and tells their source, average size, type, how to cook, how sold and when in season. There is also information on the variety of seafood, its nutritional value, and when different species are plentiful.

### Shipbuilders' Terms

**T**HE Pennsylvania Flexible Metallic Tubing Co., 72nd St. and Powers Lane, Philadelphia, Pa., has recently published a pocket size glossary of shipbuilders' terms for the trainee. It contains over 600 shipbuilders' terms, two pages on blueprint abbreviations, articles on riveting and welding, and several illustrations. It contains 80 pages, and the price is 25 cents.

### Mechanical Fog Horn

**T**HE Clark Cooper Hand Horn is a powerful, mechanically operated sounding device, easily carried, weighing about 18 lbs., and of metal construction. It is used for marine service on all classes of vessels, and as a portable emergency alarm. Principally of brass construction, it may be exposed to the weather without damage. The tone produced is about 375 cycles per second, and audible one to two miles. The horn is moveable and can be turned in any position, and is similar to the Clark Cooper regular, powerful compressor air horns. It may be separated from the pump up to about 25 feet by using  $\frac{3}{8}$  inch diameter tubing. Pump is easily operated, and long or short blasts can be sounded, as the pump is fitted with accumulating chamber, and pressure is furnished on both up and down stroke, giving a continuous blast as long as pump is operated. The horn is not affected by salt water or extreme vibration.

### "Economy" Pumps

**E**CONOMY Pumps, Inc., Hamilton, Ohio, have issued a 256 page engineering hand book containing data required for the solution of most pump problems, written in simple language, easily understood by anyone interested in pumps. Of particular interest is the new Type SCV pump which is described also in a special catalog D2-1042.

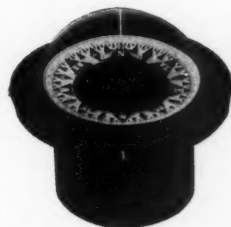
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Used Diesel engines 50 to 350 hp., also equipment for such engines. Must have full details and lowest price in first letter. Knox Marine Exchange, Camden, Maine.

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Dragger, 40'-60'. Lowest cash price; photo. Box 25, Atlantic Fisherman, Goffstown, N. H.

## FOR SALE

One Model F3 Palmer engine. Perfect condition. Write George Walker, Box 134, Montauk, N. Y.

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# Where-to-Buy Directory

## Equipment, Gear, Supplies, Service

Companies whose names are starred (\*) have display advertisements in this issue; see Index to Advertisers for page numbers.

### ANCHORS

Northill Co., Inc., 9851-9951 Sepulveda Blvd., Inglewood, Calif.

### BATTERIES, STORAGE

"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.  
Willard Storage Battery Co., Cleveland, Ohio.

### CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.  
Crown Can Co., Philadelphia, Pa.

### CANVAS PRODUCTS

\*C. R. Daniels, Inc., Ave. C. and Parkhurst St., Newark, New Jersey

### CARBON REMOVER

\*"Lubal" Gustavo Preston Co., 113 Broad Street, Boston, Mass.

### CLUTCHES

\*Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

### COLD STORAGES

Quaker City Cold Storage Co., Philadelphia, Pa.

### CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.  
\*Columbian Rope Co., Auburn, N. Y.  
\*New Bedford Cordage Co., 233 Broadway, New York, N. Y.  
Wall Rope Works, 48 South St., New York

### CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

### DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.  
Bludworth, Incorporated, 92 Gold St., New York, N. Y.

### ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 240 Congress St., Boston, Mass.  
General Electric Co., Schenectady, N. Y.

### ENGINE MANUFACTURERS Diesel Engines

\*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.  
\*The Buda Co., Harvey, Ill.  
\*Caterpillar Tractor Co., Peoria, Ill.  
\*Cooper-Bessemer Corp., Mount Vernon, O.  
\*Cummins Engine Co., Columbus, Ind.  
Fairbanks, Morse & Co., Chicago, Ill.  
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.  
The Lathrop Engine Co., Mystic, Conn.  
Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.  
Mack Mfg. Corp., Long Island City, N. Y.  
\*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.  
\*The National Supply Co., Superior Diesels, Springfield, Ohio.  
Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.  
\*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.  
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

### Ford Conversions and Parts

Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

### Gasoline Engines

\*The Buda Co., Harvey, Ill.  
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.  
The Lathrop Engine Co., Mystic, Conn.  
\*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

### ENGINEERING SERVICE

Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.

### EXHAUST HOSE

Bendix Aviation Corp., Philadelphia, Pa.

### EXHAUST SILENCERS

John T. Love Welding Co., Walens Wharf, Wharf St., Gloucester, Mass.

### FISH SCALERS

Portable, Flexible Shaft  
N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

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J. H. Shepherd Son, & Co., Elyria, Ohio.

### FOG HORNS

L. D. Lathrop Sons, Gloucester, Mass.

### GASKETS

\*Fitzgerald Mfg. Co., Torrington, Conn.

### GASKET PACKING

\*Fitzgerald Mfg. Co., Torrington, Conn.

### GLOVES, RUBBER

M. L. Snyder & Son, 1812 East Boston Ave., Philadelphia, Pa.

### GLUE

\*L. W. Ferdinand & Co., 599 Albany St., Boston, Mass.

### HOOKS, Fish

Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y.  
\*Wright & McGill Co., 1457 York St., Denver, Colorado

### NAUTICAL INSTRUMENTS

\*Kelvin-White Co., 90 State St., Boston, Mass.

### NAVAL ARCHITECTS

\*Colley-Maier, Inc., 92 State St., Boston, Mass.  
Eldredge-McInnis, Inc., 131 State St., Boston, Mass.

### NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.  
\*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.  
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.  
\*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

### OILS

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

### OIL SEALS

Fitzgerald Mfg. Co., Torrington, Conn.

### OILED CLOTHING

\*J. F. Carter Co., Beverly, Mass.  
M. L. Snyder & Son, 1812 East Boston Ave., Philadelphia, Pa.

### PRESERVATIVES

"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.  
\*Cuprinol, Inc., 20 Norfolk St., Cambridge, Mass.  
"Usol" Standard Tar Products Co., 1816 No. Commerce St., Milwaukee, Wis.

### PAINTS

\*Pettit Paint Co., Belleville, N. J.

### PROPELLERS

\*Columbian Bronze Corp., Freeport, N. Y.  
\*Hyde Windlass Co., Bath, Me.  
\*Michigan Wheel Corp., Grand Rapids, Mich.

### RADIO DIRECTION FINDERS

Bludworth, Incorporated, 92 Gold St., New York, N. Y.  
Cape Cod Instrument Co., Hyannis, Mass.  
Radiomarine Corp. of America, 75 Varick St., New York, N. Y.  
The Sea-Pal Radio Co., 228 No. LaSalle St., Chicago, Ill.

### RADIO TELEPHONES

\*The Hallicrafters, Inc., 2611 S. Indiana Ave., Chicago, Ill.  
Radiomarine Corp. of America, 75 Varick St., New York, N. Y.  
The Sea-Pal Radio Co., 228 No. LaSalle St., Chicago, Ill.

### RANGES

\*"Shipmate" Stamford Foundry Co., Stamford, Conn.

### REVERSE & REDUCTION GEARS

Snow-Nabstedt Gear Corp., 25 Fox St., New Haven, Conn.  
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

### RUBBER CLOTHING

M. L. Snyder & Son, 1812 East Boston Ave., Philadelphia, Pa.

### RUST ARRESTER

Sudbury Laboratory, Box 265, So. Sudbury, Mass.

### SHIPBUILDERS, BOATYARDS

Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.  
Camden Shipbuilding & Marine Railways Co., Camden, Me.  
W. S. Carter, Friendship, Me.  
James Shipyard, Essex, Mass.  
\*Geo. Lawley & Son Corp., Neponset, Mass.  
Morse Boat Building Co., Thomaston, Maine.  
Newbert & Wallace, Thomaston, Me.  
Willis J. Reid & Son, 550 Pleasant St., Winthrop, Mass.  
\*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.  
Southwest Boat Corp., Southwest Harbor, Me.

### STEERING GEAR

\*The Edson Corp., 49-51 D St., South Boston, Mass.

### STERN BEARINGS

\*Hathaway Machinery Co., New Bedford, Mass.

### TRAWLING EQUIPMENT

Bromfield Mfg. Co., 211 Northern Ave., Boston, Mass.  
Gloucester Machine Shop Corp., Ederer's Wharf, Gloucester, Mass.  
\*Hathaway Machinery Co., New Bedford, Mass.  
\*New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

### WIRE BASKETS

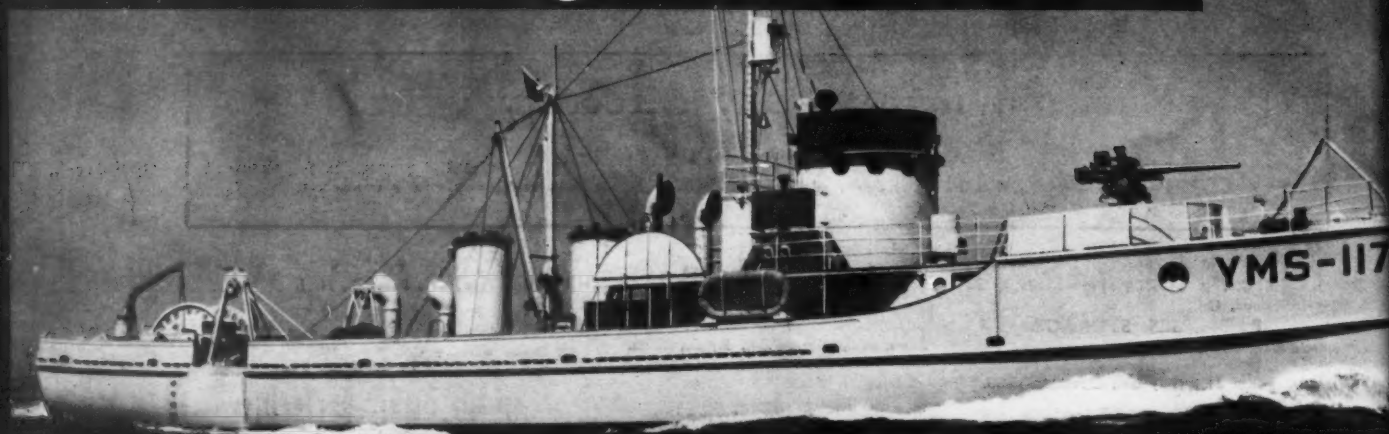
Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.

### WIRE ROPE

\*Bethlehem Steel Co., Bethlehem, Pa.



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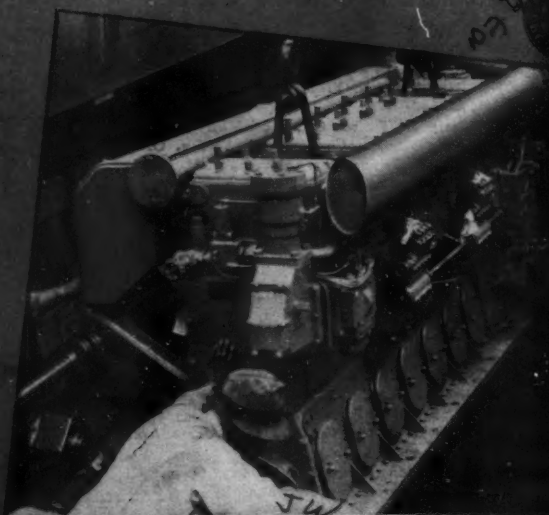


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529 M & M Bldg., Houston, Texas

640 East 61st St., Los Angeles, Calif.

1223 Western Avenue, Seattle, Washington

1501 Arcade Building, St. Louis, Missouri

Lunenburg Foundry Co., Ltd., Lunenburg, Nova Scotia

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